

THE  
DIRECTORY &  
CHRONICLE.  
For CHINA, JAPAN, ETC.  
1917 Fifty-Fifth Annual Issue.  
PRICES:  
Large Copies ... \$11.00  
Abridged ... 7.00  
Orders should be sent to the  
HONGKONG DAILY PRESS, LTD.

# Hongkong Daily Press.

ESTABLISHED 1857.

Registered as a Newspaper at the General  
Post Office in the United Kingdom.

JUST ARRIVED  
"INDIAN"  
MOTORCYCLES.  
ALL MODELS.  
Prices from \$400 to \$850.  
ALEX. ROSS & Co.,  
4, Des Vaux Road,  
Central.

No. 18,449.

號九十四百四千八萬一第

日六十月五年巳丁

HONGKONG, WEDNESDAY, JULY 4th, 1917.

三拜禮

號四月七年六國民華中

Price, \$3 PER MONTH.

## INTIMATIONS

**GREEN ISLAND CEMENT COMPANY**  
**PORTLAND CEMENT.**  
In Casks 275 lbs. net.  
In Bags 250 lbs. net.  
**SEEWAY, TOMES & Co.,**  
General Managers.  
784.

## POMMERY

CHAMPAGNE

SEC. and

EXTRA SEC.

SOLE AGENTS:

**CALDBECK,**  
**MACGREGOR & Co.**

15, QUEEN'S ROAD CENTRAL.

Telephone No. 75.

## NEW CARTRIDGES.

**BY** popular English Manufacturers.  
In all Bore and Sizes.

**SMOKELESS POWDER and CHILLED  
SHOT.** From No. 10 to 888G. at \$3.97 and  
\$7.50 per 100. SPORTING REQUISITES  
and AIR GUNS in Variety.

Inspection invited.

**WM. SCHMIDT & Co.**  
(533)

## A LING & CO.

19 QUEEN'S ROAD CENTRAL.

**FURNITURE AND PHOTO GOODS  
STORE.**

Photographic Goods of Every Description  
In Stock.

Developing, Printing and Enlarging.  
Canton Marbles in Various Shades.

Telephone 1219.

## PEAK TRAMWAY COMPANY LIMITED.

### TIME-TABLE.

WEEK DAYS.	
7.00 a.m. to 8.00 a.m.	Every 15 minutes.
8.00 " " " " " "	" " " " " "
10.00 " " " " " "	" " " " " "
11.30 " " " " " "	" " " " " "
12.45 p.m. to 1.15 p.m.	" " " " " "
1.15 " " " " " "	" " " " " "
1.45 " " " " " "	" " " " " "
2.15 " " " " " "	" " " " " "
2.45 " " " " " "	" " " " " "
3.15 " " " " " "	" " " " " "
3.45 " " " " " "	" " " " " "
4.15 " " " " " "	" " " " " "
4.45 " " " " " "	" " " " " "
5.15 " " " " " "	" " " " " "
5.45 " " " " " "	" " " " " "
6.00 " " " " " "	" " " " " "
NIGHT CARS.	
8.30 p.m. and 9.00 p.m.	8.30 to 11.00 p.m.
Every Half-Hour.	
11.00 p.m. to 11.45 p.m.	Every Quarter-Hour.
SUNDAYS.	
7.30 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 " " " " " "	" " " " " "
11.30 " " " " " "	" " " " " "
12.00 noon to 1.00 p.m.	" " " " " "
1.00 p.m. to 5.30 p.m.	" " " " " "
5.30 " " " " " "	" " " " " "
6.00 " " " " " "	" " " " " "
6.30 " " " " " "	" " " " " "
8.30 " " " " " "	" " " " " "
NIGHT CARS on Week Days.	
Extra Car at 12 Midnight.	
SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Vaux Road Central.	
Season and punch tickets available for all cars not already full running at the time stated in the Company's time-tables, but not for special cars, can be obtained on applica- tion at the Company's Office. No season tickets will be issued until payment therefor has been made in Bank Notes or by Cheque or Compendious Order representing bank Note.	

**JOHN D. HUMPHREYS & SON**  
General Managers

## KOWLOON-CANTON RAILWAY.

### TIME-TABLE.

On and after TUESDAY, 5th JUNE, 1917, until further Notice.

#### DOWN TRAINS.

Stations	No. 1 Through Express	No. 2 Local	No. 3 Through Express	No. 4 Local	No. 5 Through Express	No. 6 Local	No. 7 Through Express	No. 8 Local	No. 9 Through Express	No. 10 Local	No. 11 Through Express	No. 12 Local	No. 13 Through Express	No. 14 Local	No. 15 Through Express	No. 16 Local	No. 17 Through Express	No. 18 Local	No. 19 Local	No. 20 Local



## INTIMATIONS

WE WILL DELIVER A

"MOUTRIE"  
PIANO

for \$50

You pay the balance in small monthly instalments  
that will not embarrass you.EVERY INSTRUMENT GUARANTEED  
FOR 5 YEARS.

FULL PRICE ALLOWED FOR PIANOS TAKEN IN EXCHANGE.

S. Moutrie &amp; Co., Ltd.

[26-3]

AERTEX CELLULAR  
PYJAMASThese sleeping suits are made specially for  
us, being cut on full free lines that prevent  
"drag" at any point.Acknowledged by wearers to be extremely  
cool and comfortable.

QUALITIES FROM \$5.00 PER SUIT.

## MACKINTOSH

A CO., LTD.

Men's Wear Specialists,

16, DES VŒUX ROAD.

TELEPHONE 29.

[108]

DON'T BOTHER ABOUT PEST, CHOLERA, OR DYSENTERY.

GET

## "GOTO" DESINFECTOL.

It is the most reliable and effective DISINFECTANT, powerful but safe both as a  
DEODORIZER and INSECTICIDE. Supplied to the Military, Naval, and Railway  
Hospitals in Japan.

Cheap but

effective.

Prepared by:

GOTO &amp; CO.

Sole Agents:-

Yakumodori, 4-chome,  
KOBE, JAPAN.

TAKATA &amp; CO., SHANGHAI.

Correspondence Solicited.

## CANTON NEWS.

[FROM OUR OWN CORRESPONDENT.]

CANTON, July 2nd.

## CANTON DECLARES ITS INDEPENDENCE.

Owing to the mandate issued by the  
President Li Yuan Hung, and counter-  
signed by the Acting Premier, Kong  
Chiu Chung, dismissing Parliament, the  
local Government has declared its inde-  
pendence of the Central Government.

## GATHERING OF POLITICAL LEADERS AT CANTON.

At the request of the local Government,  
Chan Kwing Ming, ex-Tatuh of Canton,  
arrived here from Hongkong by the s.s.  
Heungshan on the 25th ultimo in order  
to discuss important political questions.  
Chan Ping Kwan, Military Governor of  
Canton, has appointed him chief adviser  
in his yamen on military affairs.Owing to the recent political embar-  
rassment of the Central Government, the  
local Governors have telegraphed to pro-  
minent Cantonese in Shanghai such as  
Shum Chun Hsuan and Tang Shai Ye,  
etc., inviting them to come to Canton  
for the purpose of devising plans to  
adjust the political situation.A telegram has been received from  
Shum Chun Hsuan and Wan Chung Yiu,  
announcing their arrival at Hongkong on  
the 27th ultimo and their intention of  
proceeding immediately to Kwangsi in  
the hope of meeting Inspector-General  
Luk Wing Ting. After that they will  
come to Canton, in the early part of the  
month.

## PROPOSED MILITARY CONFERENCE.

Chan Ping Kwan, the Military  
Governor, has decided to hold a military  
conference to fix the date for raising  
troops to fight against the independent  
provinces soon after the arrival of the  
above gentlemen.

## PRESIDENT OPPOSED TO WARFARE.

The local Government has recently  
received a telegram from the President  
opposing the proposal to raise troops to  
quell the independent provinces on the  
plea that it is not advisable to have fight-  
ing in the country whilst the diplomatic  
and financial situation is beset with so  
many difficulties. The President is send-  
ing a representative to Canton to explain  
the matter on his behalf.ESTABLISHMENT OF INSPECTOR-GENERAL'S  
YAMEN.Luk Wing Ting, Inspector-General of  
the two Kwangs, has recently decided to  
establish his yamen at Shumming, which  
is an important distributing centre by  
land and water.

## PROPOSED TAXATION OF TEA-HOUSES.

The local Government some time ago  
proposed to tax tea-houses, but strong  
opposition was offered by the community  
and the matter was dropped. Owing,  
however, to the lack of funds at the pre-  
sent time, the local Government is again  
desirous to carry out this proposal by  
which, it is said, a revenue of three  
hundred thousand dollars could be ob-  
tained.

## FLOODS SUBSIDING.

The Civil Governor's yamen has  
received a telegram from the River Con-  
servancy Bureau announcing that the  
flood in the West River districts is now  
subsiding daily, and it is hoped that the  
trouble will soon be over.

## HOMEWARD FREIGHTS.

With the extraordinary rise that is an-  
nounced in homeward freights from the  
East, says the L. and O. Express, one is  
reminded of the laments that Sir Thos.  
Sutherland was wont at times to address  
to the shareholders of the P. & O. Co. The  
days when the company's steamers carried  
silk at £40 per ton—and, if we remember  
rightly, earned thereby a miserable pit-  
tance!—do not seem so far off as they did  
now that produce from the Straits Settle-  
ments is £25 per ton. It is altogether a  
crushing rate that is enforced as a result  
of the shortage in tonnage. One wonders  
how much of it will come under the equi-  
valent of excess profits that shipowners  
will have to pay.

## BRITON AND BRITISHER.

Most people with any love for the  
English language will be found to endorse  
the rising protest against the use of the  
word "Britisher." Mr. Lloyd George,  
in a recent speech, was betrayed into  
using the word, and, in a letter of protest  
addressed to the Prime Minister, one  
writer, qualified to speak, says: "Our  
British name for ourselves is Britons.  
Say to yourself the two words 'Britons'  
and 'Britishers' and your keen ear will  
hear in the one the clean cut, taut at-  
titude of our race, and in the other the  
slushy echo of its source. Our language  
is a precious heritage; lift, do not de-  
base it."

## TO A "FIELD GREY."

"WHAT ARE YOU FIGHTING FOR?"

[BY EDEN PHILLIPOTT.]

Soldier of Germany, what are you  
fighting for; your country or your King?  
You cannot be fighting for both, since  
the welfare of your King now means the  
ruin of your country; and the welfare of  
your country implies participation in  
that great advance towards liberty and  
democracy now being achieved on the face  
of Europe. Only by depriving your  
regimental classes and territorial garrisons  
of power, they have no territory, unless  
they are to share in that advance.As you are, you are your country's  
supporter, and your country's support  
is the support of the world. You are  
supporting the world, and the world is  
supporting you. You are supporting the  
world, and the world is supporting you.  
You are supporting the world, and the  
world is supporting you. You are sup-  
porting the world, and the world is sup-  
porting you. You are supporting the  
world, and the world is supporting you.We do not believe you are fighting for  
dead principles, dead, or for a govern-  
ment, and a constitution constructed for  
saves. You will see that after the war,  
you say, but the war itself depends  
upon you. The probable peace terms are  
in your power to influence. You have  
seen what Russia can do while at war.  
Are you so blind, so patient of the good,  
that you cannot learn from Russia the  
glory of a nation answering to its own  
will alone.

## THE PROOF OF A LIE.

We believe that it is for Germany you  
are fighting and ask you: "Why?" To  
save her from the destruction planned for  
her by her ruthless enemies? It is a lie,  
field-grey, and in an instant your own  
savage reason can prove it is a lie. Does  
a naked man set out to destroy one covered  
with armour? If England and France,  
Russia and Italy had plotted to destroy  
your Fatherland, those countries would  
have made ready to do so. All were asleep  
when your war trumpets rang out. It  
was Germany that was armed to the teeth,  
not the rest of Europe. In Germany were  
the largest armies, best equipped, and  
readiest for instant war. In Germany  
were the mightiest cannon the world had  
seen, and the largest stores of ammuni-  
tion; in Germany were new weapons of  
infinite and horrible destruction—weapons  
concerning which the rest of the world  
knew nothing; and in Germany was a  
theory of war unfamiliar to civilization—  
a theory that mankind fondly imagined  
had perished out of the earth with the  
Aldic Ages of ignorance, brutality, and  
social wrong.No nation threatened Germany, no  
nation contemplated war but Germany;  
and, having made ready for forty years,  
it was Germany who struck, causing the  
moment when she believed Europe most  
utterly and universally unprepared.You are not, then, fighting for Ger-  
many as you believe, but for the reac-  
tionary and insensate ambition of your  
reigning caste; and the longer you fight  
and the more generously you die for that  
reactionary caste, the more you are  
unhappy country and all humanity.  
Germany's salvation, in common with all  
civilization, lies along the road of peace,  
and the more swiftly she makes that  
peace, the better for her must be the terms  
of it.If, therefore, you would indeed fight  
for Germany, as the Russians are fighting  
for Russia and the French for France, if  
you would march in the van rather than  
the rear of human progress, take thought  
and consider what most your country  
needs to-day. It is the good will of the  
whole earth, not the hatred of a few  
shipwrecked men, that is the friend-  
ship instead of universal loathing; the  
hand of your fellow-man, instead of his  
back; his blessing, instead of his curse.Your Chancellor has told us to look  
at the man. We ask you to look at it,  
and find your friends on it. You stand  
alone against the round world, because,  
against the round world, you are support-  
ing a principle of human policy that  
civilization condemns—a principle that  
has perished from all Chancellor's  
and your own.No longer can the nations be slaves,  
either to other nations or to their rulers;  
and Germany's attempt to impose herself  
upon other nations and to bestride the  
earth like a colossus, is an ideal of  
vanished civilization, when the dawning  
culture of mankind still stood surrounded  
by huge and barbarous majorities.You are greater than your leaders; be  
wiser too. Declare their lust of dominion  
unjustified; proclaim their theory of  
government a survival of evil time; cease  
to destroy the women and children of  
Belgium and France, Serbia and Rou-  
mania; but use your weapons to protect  
your own perishing women and children.

## IN THE KAISER'S NAME.

Are you satisfied with the method of  
your present retreat and the commands  
of the officers of your armies? Who tells  
you to destroy the apple and pear trees  
just breaking into bud? Your officers in  
the Kaiser's name. Who steal the French  
maidens from their homes and ruin them  
for their pleasure? Your officers in the  
Kaiser's name. Would you feel any more  
pleasure in destroying these innocent  
children than you do in cutting down  
their fathers' apple trees and burning  
their cottage homes? No, you would not  
for you are brothers and fathers; the  
maidens are innocent and pure as they  
are. You would shudder at such a filthy crime,  
and feel no pleasure in it. But men set  
over you, and they tell you to do as you  
are told. Why? Because they have  
been nurtured in villainy, belong to your  
slave-driving caste, and are of the tribe  
of your Crown Prince—the worthless man  
who will reign over you presently, if you  
and the world are content to let him.The Tzar of Russia was a tender tyrant  
contrasted with the man who suffered  
Turkey to destroy a million Armenians  
and bade you outrage Belgium; but he has  
vanished, because a great nation could  
no longer endure that plague-spot in its  
vitals. Are you, who were wont to laugh  
at reactionary, barbaric Russia, greater  
than that?

(Continued at foot of next column.)

## FLYING AFTER THE WAR.

THE PLACE OF THE AEROPLANE  
IN EMPIRE UNION.At Hendon Aerodrome recently the Im-  
perial Air Fleet Committee presented an  
aeroplane to the Union Government of  
South Africa. The aeroplane, which cost  
£2,800, was bought with funds raised by  
the London Chamber of Commerce. The  
gift was accepted by Lieutenant-General  
Smuts, on behalf of his Government, and  
was by him given over to the Royal Fly-  
ing Corps for service on the Western  
front.At a luncheon which was given before  
the ceremony at the Connaught Rooms,  
Lord Desborough in the chair, reference  
was made to the appointment of the Com-  
mittee of which Lord Northcliffe is the  
chairman to consider and report on the  
steps which should be taken to develop  
aviation for civil and commercial pur-  
poses after the war.General Smuts said that South Africa  
was one of the first of the Dominions to  
turn its attention to this new weapon of  
warfare. In German South-West Africa  
the South African airmen had done splen-  
did work. Referring to the destruction of  
the German ship *Weser* on the river and  
the source of danger to shipping. We  
had a fleet lying outside, but there was  
no way of getting at it until the air  
service appeared on the scene. The Ger-  
mans had control of Lake Tanganyika for  
some time. After a great deal of trouble  
the Belgians got aeroplanes up the Congo  
River and right across hundreds of miles  
of Africa to Lake Tanganyika, and then  
they made short work of the German  
ships.He was glad to think that our air  
supremacy at the front was being main-  
tained by the gallant boys of our Flying  
Corps, and he hoped it would be main-  
tained to the end, because if there was  
one factor that would contribute to our  
ultimate success it was the flying of the  
supremacy of the air. He believed that  
after the war the aeroplane would prove  
one of the most potent instruments of  
peace. The conquest of the air would  
open up new vistas of progress for the  
human race. After the war we would  
have an enormous amount of aircraft on  
our hands, and he was glad that the  
Government had appointed a committee  
to consider how they could best be turned  
to commercial uses. Space and time  
raised difficulties in the way of a close  
union between the nations of the Empire,  
scattered as they were all over the world.  
If these difficulties were overcome by  
means of an Air Fleet after the war a  
great work would have been accomplished  
in knitting the component parts of the  
Empire more closely together than ever  
before. He therefore looked forward to  
the gift of to-day playing a most useful  
part in the era of peace after the war.Referring to the submarine campaign,  
General Smuts said he was no pessimist  
and was convinced that this menace would  
be overcome, but we were passing through  
an anxious period, and all our energy  
and fortitude would be required to carry  
us through the troubles that lay ahead.

## LORD BERESFORD'S PLATE.

While Lord Beresford was speaking at  
the Savoy Hotel on May 29th, on the oc-  
casion of the Empire Producers' Organi-  
zation luncheon, he noticed an inscription  
on his dinner plate, showing that it was  
made in Germany. He interrupted his  
speech and drew the attention of the  
guests to the fact. A number thereupon  
dashed their plates on the floor. The  
management explained that Lord Beres-  
ford's was the only German-made plate  
out of the hotel's stock of ten thousand.barbarians yourselves! Are you so sunk  
in superstition and ignorance that you  
can magnify a man into a god and take  
his scourge on your shoulders and his  
infamous commands to your hearts? Can  
you still worship this graven image, that  
the sense and might of the world would  
cast from its pedestal on your groaning  
bosoms?It was her army that stood between  
Russia and destruction—her army that  
rose with splendid resolve and super-  
b inspiration, to the task of her salvation.  
Do likewise, and save your Fatherland  
from herself, for her bitterest foes are  
not America and England, Russia and  
France and Italy; they are those who  
have deliberately and inhumanly planned  
and plotted an impossible apothecosis for  
Germany, and will like that she should  
rise and soar alone over the smoke of a  
destroyed earth. They have shown you  
false lights and promised impossible  
rewards for impossible crimes; they have  
poured your blood like water only to win  
for you a universal execration; and they  
have taught you to make war in a manner  
so foul and evil, so contrary to every  
dictate of human reason or religious  
faith, that they have brought you to the  
brink of a world-wide ostracism, which  
only generations of your penitence and  
shame will ever bridge.Field-grey! Turn on the enemy in your  
rear and save your outraged country  
while you can.For make no mistake; it is your Father-  
land that suffers pollution, not Belgium.  
France or Serbia. The life-blood of  
women and children, priests and aged  
men, blots Germania's bosom; the crimes  
committed on the innocent and defence-  
less soil of your land, not theirs. It is your  
women who will blush and hide themselves  
when the truth reaches them; your vine-  
yards and orchards that are blasted; your  
churches that are no longer fit for the  
worship of a God.End it, as only you can. Be men, not  
cattle driven at the will of butchers; claim  
your own inheritance; proclaim your own  
resolute endeavour to save your Father-  
land from the desolation of this new ice-  
cap now creeping over her. Save your  
lives for the honour and welfare of your  
country, and sacrifice them no longer to  
a false principle, a false theory of human  
progress, and a false and perjured throne.  
You are fighting for the victory of  
Death. Lift your eyes to the light and  
learn that yours is still the power to save  
Germany from the forces of destruction  
that have thrust her into such deadly  
peril. But look for those forces in her  
heart, not on her frontiers.—Daily  
Chronicle.FAR EASTERN MEN AND  
THE WAR.Lieut. Colonel R. M. Johnson, D.S.O.,  
R.A., who was in the China Expedition  
of 1900, has been appointed General Staff  
Officer, First Grade, on the General Staff.Mr. A. Victor Beals, son of the Rev.  
Z. Charles Beals, of Wuhu and Hochow,  
has volunteered for the front, and has  
been appointed to the naval reserve for  
special submarine scout service.Lieut. A. E. Gimson, Royal Field  
Artillery, late of the Public Works  
Department, Shanghai, has been pro-  
moted Captain and awarded the Military  
Cross. He has again been slightly  
wounded.Mr. John Westwater, son of Dr. West-  
water, of the U. F. Mission, Liaoyang,  
Manchuria, has been awarded the Military  
Cross. He was on H. M. S. *Swift*  
when that vessel and the *Broke* fought  
their great fight with the German des-  
troyers.Brigadier-General W. F. Bainbridge,  
C.M.G., D.S.O., who has been given a  
brigade, took part with the 1st Sikh  
Infantry in the Chir Expedition, 1900,  
winning the D.S.O., and a double men-  
tion in despatches for services in the  
relief of Peking and the actions of Pei-  
sang and Yangtsun (medal with clasp).Rear-Admiral T. W. Kemp, C.I.E., who  
was recently promoted to flag rank, has  
retired. He is well known on the China  
Station, for he was a Lieutenant of the  
cruiser *Aurora*, China Squadron, when  
the Boxers rose in 1900, and with the  
Naval Brigade took part in the advance  
to the relief of Tientsin (medal with  
clasp).Friends of Mr. G. W. Anderson,  
formerly in the Yokohama office of  
Messrs. Findlay, Richardson & Co., who  
went home in September, 1915, to join  
the British Army, will be interested to  
hear that he recently obtained his cap-  
taincy. The *Japan Gazette* says that  
Captain Anderson has for some time  
been in the neighbourhood of Salonika.Rear-Admiral A. L. Duff, who is now  
in charge of the anti-submarine organisa-  
tion at the Admiralty, is a torpedo  
specialist. He served in the flagship  
*Imperial* as a department officer, when  
that vessel was on the China Station, her  
Captain then being the present Admiral  
of the Fleet Sir William May, himself a  
torpedo officer of high repute.News has been received of the death of  
another "Kobe" volunteer. Lieut.  
Ralph Walker, killed in Mesopotamia,  
Mr. Walker joined Messrs. Brown &  
& Co. in 1912, taking charge  
of the shipping and insurance depart-  
ment in Kobe. Subsequently he was sent  
to Moji to take charge of the firm's office  
there. Mr. Walker, who had served in  
the London Scottish and the A.S.C., was  
one of the first Japan men to volunteer  
for active service, and soon got a com-  
mission in the Argyll and Sutherland  
Highlanders.

## MAUDE—THE PROPHET.

A friend of General Maude's tells me  
(says a correspondent) that some years  
ago, when London was entertaining a  
number of German Burgomasters, he  
asked the general his opinion of the pos-  
sibilities of a war with Germany. Many  
people and a large section of the Press  
were at the time quoting this visit as a  
proof of everlasting friendship, but it  
didn't influence Maude's settled conviction  
that the military and naval activities  
of Prussia were aimed at bringing about  
the downfall of England. He was con-  
stantly urging the necessity for prepara-  
tions to meet the menace; but, like other  
great soldiers of the time, his views were  
ignored by those in power. My inform-  
ant says that Maude has always made it  
a rule of life to keep "fit." Before he  
accepted a position at the War Office,  
shortly before the present war began, he  
gave up a large part of every day to out-  
door exercise, and even when that time  
was otherwise occupied by very  
early and late in a long walk before  
breakfast. One day, when chafed about  
his energy, he remarked: "Well, I must  
keep in trim in case I'm recalled to  
active service."

## HONGKONG POLICE RESERVE.

## PROVISIONAL MEDICAL CERTIFICATE.

A member submitting a provisional  
medical certificate must see that the  
certificate covers the date of any  
Patrol, or other duty, from which he  
has been absent by reason of the  
illness in respect of which the certi-  
ficate is obtained.

## POLICE SCHOOL.

An Examination will be held by Mr. P.  
P. J. Wodehouse, D.S.P., of Classes  
12, 13, 14, and 15 at Queen's College  
on Friday, July 6th, at 5.45 p.m.  
Members may attend in multi.HAND PRACTICES FOR JULY, AT 6 P.M.  
5th, 9th, 11th, 17th, 20th, and 24th.MUSIC CLASSES AT 6 P.M.  
15th and 18th.(Sgd.) J. W. FRANKS,  
Actg. D.S.P. (R.).  
3rd July, 1917.VISITORS TO CANTON  
Should Purchase  
"FROM HONGKONG TO CANTON  
BY THE PEARL RIVER"BY  
CAPTAIN C. V. LLOYD.  
With Illustrations, Maps and Plans.  
PRICE ..... \$1.75On Sale at:  
Hongkong: "Daily Press" Office.  
Messrs. KELLY & WALES, Ltd.  
Messrs. BROWN & CO.  
Canton: Messrs. A. S. WATSON & CO.

## ON SALE.

A TABLE OF THE

## RATES OF EXCHANGE AT BOMBAY

For Demand Drafts on London on the day  
of or preceding the departure of the  
English Mails; also Table of the  
Yearly Approximate Average  
for 30 years.

PRICE ..... \$2 CASE.

On Sale at the "Daily Press" Office or  
Local Booksellers.



## CORRESPONDENCE.

CLOTHING REQUIRED FOR  
DESTITUTE BELGIANS.[TO THE EDITOR OF THE "HONGKONG  
DAILY PRESS."]

Sir,—I shall be grateful if you can find space for the enclosed letter (or a portion of it) appealing for clothing for destitute Belgians. I will gladly pack and despatch any suitable garments which friends may be so kind as to send to "The Maase," 3, Kennedy Road. I mention suitability as, of course, the very thin fabrics appropriate to these latitudes in summer-time would be of no use for the purpose. Otherwise, any kind of clothing seems to be acceptable.—Yours faithfully,

KATHERINE MACONACHIE.

[Copy.]

CLOTHING OF BELGIAN DESTITUTE CIVILIANS  
OUTSIDE THE UNITED KINGDOM.

DEAR MADAM,—I beg to inform you that, in accordance with the new Government regulations concerning the issuing of appeals for charitable objects, a new Committee, registered under the War Charities Act, has been formed for the work previously carried on by "The Belgian Relief Fund" and for which I shall again have the privilege of acting as honorary secretary.

The name of the new Committee is as above, and our new premises at 13, City Road afford greater facilities for receiving and packing the gifts.

Remembering your assistance in the past, I would again appeal to you for continued support in our work, which is more than ever necessary at the present time.

The Belgian Minister at The Hague writes to say that, in order to save the Belgian children, it has become necessary to send them in batches for a few weeks to Holland to recover from their privations. Some of the schools in Belgium are closed because the children are too weak to attend.

Quite recently a telegram was received saying that 300 of these children had arrived at The Hague lacking suitable clothing and without boots to their feet. The Belgian representative in Holland is appealing to us for clothing for these children, and we again ask you to give us your help. Will you send us your spare garments, also, if possible, materials for making up? No gift is too small.

In France, also, the Belgian children taken from the danger-zone behind the fighting line, who are being cared for in the Belgian "Homes," are much in need of clothing. Our first care will be to help the children in Holland and in France, and we hope eventually that we shall again be able to send clothing into the occupied part of Belgium. We also want adult clothing for the mothers, many of whom have been widowed in the war.

We address this urgent appeal to you in the firm conviction that it will not be in vain.—We remain, yours faithfully,  
J. NAVAUX.

## COMPANY MEETING.

## S. MOUTRIE &amp; CO.

At the eighteenth annual general meeting of shareholders of S. Moutrie & Co., Ltd., at Shanghai on June 28th, Mr. R. C. Pearce, the Chairman, in moving the adoption of the accounts, said the Company had again made material and satisfactory progress.

The net profits, including the amount brought forward from last year's working, amounted to \$68,935.42, which the Board recommended be divided as follows:—

To pay a dividend of 10 per cent. which will absorb	\$30,840.00
Commission to Managing Director and bonus to foreign staff	7,904.00
To place to Stock Reserve account	16,000.00
To carry forward to next year	14,191.42
	\$68,935.42

This was agreed to.

## HONGKONG TRAMWAY CO., LTD.

The approximate statement of traffic receipts for the week ending 30th June is as follows:—

	Receipts for week	Aggregate receipts for 26 weeks
This Year	\$13,235	\$344,849
Last Year	12,936	355,625
Increase	1,891	10,966

THE LATE MR. C. A.  
WOODHEAD.

## HOW HE MET HIS DEATH.

Particulars are now to hand showing how Mr. C. A. Woodhead, whose lamentable death we recorded yesterday, came to his untimely end.

It seems that he and some other colleagues were beyond Canton at a place called Shek Mun, in a house-boat. About five o'clock on Sunday afternoon the party were bathing, and were about to leave the water when Mr. Woodhead remarked that he was going to have a last dive before dressing. For this purpose he went to the top of the house-boat. No one took any particular notice of him until suddenly the Chinese crew of the towing boat shouted out. The other members of the party then rushed to where Mr. Woodhead had dived off and found him in the water supported by a Chinese, and quite unconscious. He was immediately put on board the towing launch and conveyed with all speed to Canton, about seven miles away. Upon arrival at Canton he was taken to the Canton hospital. On the way down to Canton he recovered partial consciousness for a few minutes, but upon arrival at Canton again relapsed into unconsciousness. The doctors did all they could for him, and on the following morning (Monday) Mr. Woodhead seemed to have improved considerably. He again became partially conscious, and hopes were entertained of his recovery. However, about 10 a.m. he again became unconscious, and despite all medical aid, death took place soon afterwards. The water into which the deceased dived was about three feet deep, and he fractured his spine as the result of coming into violent contact with the bed of the river.

## THE INTERMENT.

The interment took place at Happy Valley last evening, and was of a military character, the deceased having been a member of the Scouts' Company of the Hongkong Volunteer Corps, members of which acted as bearers and also formed the firing party. The band of the Middlesex Regiment played the funeral march. The chief mourners were the Hon. Mr. C. E. Anton and Messrs. L. N. Lee, C. Bewick, and B. D. F. Beith. Among those who also took part in the funeral procession were the Hon. Mr. Claud Severn, C.M.G. (Colonial Secretary), Sir William Rees Davies, the Hon. Mr. S. H. Dodwell, Major Macdonald, Capt. Champkin, Capt. Cassell, Capt. Stewart, Capt. G. G. Wood, Capt. Lamert, Capt. Armstrong, Lt. Kennett, Lt. Hancock, Lt. Thomas, Lt. Sutherland, and Messrs. N. J. Stabb, A. O. Lang, F. Maitland, E. J. Grist, J. R. Wood, E. D. C. Wolfe, D. E. Donnelly, G. C. Moxon, W. Logan, J. A. Plummer, Eldon Potter, H. Davidson, W. Dowley, P. P. J. Wolehouse, J. Patterson, T. Pearce, W. Woodcock, etc., along with many of deceased's office colleagues and also representatives of the Chinese staff of Messrs. Jardine, Matheson & Co.

The service was conducted by the Rev. H. H. G. Griffith, and at its conclusion three volleys were fired, and a bugler from the Middlesex Regt. sounded the "Last Post."

There was a large collection of beautiful floral tributes, which were sent, among others, by the following:—Members of the staff of Jardine, Matheson & Co.; Sir Robert Ho Tung; Import Department, Shanghai; Morrison Hill Mess; Messrs. Deacon, Looker, Deacon & Harston; "John Peel," Canton; Bradley & Co.; Staff of the China Sugar Refinery; Yuen Hop Hung; Officers and N.C.Os. of the Scouts' Co.; Royal Hongkong Yacht Club; Chartered Bank Mess; Hongkong Football Club; "Ewe" Junior Mess; Hongkong Bank, Junior Mess; and O. Mess; Mr. N. J. Stabb, etc.

SOLDIERS' THANKS FOR  
MOSQUITO NETS.

The following letter has been received addressed to Mrs. Carmichael:—  
DEAR MADAM,—On behalf of the N.C.Os. and men of B. Company of the Devon I wish to thank you, and through you, the ladies of Hongkong for the present of pieces of mosquito net that you have so kindly sent us. We shall make use of it in all sorts of ways, such as for broad covers, cup covers, as well as for face protection against the flies when sleep happens to come our way these hot afternoons.—I am, Madam, faithfully yours,  
(Sd.) B. M. Logan (Capt.),  
Commanding B. Co., Devon.

## A YAUMATI MURDER.

"I WANTED TO EXCHANGE LIFE  
FOR LIFE."

The Yaumati murder case commenced at Hongkong Criminal Sessions yesterday before the Chief Justice (Sir William Rees-Davies). It is a case in which a Chinese is charged with the murder of a Chinese against whom he alleges a great grievance.

In answer to the charge the accused said:—"I know nothing about it."

The Attorney-General (the Hon. Mr. J. H. Kemp) prosecuted and Mr. G. C. Alabaster (instructed by Mr. Mattingly) defended. The jury was composed of the following:—Messrs. F. G. Herdridge (foreman), A. Lambden, J. Laing, W. Taylor, A. W. Heron, G. H. Silva and F. X. Soares.

The Attorney-General said that the case was a very simple one and he did not propose to address the jury at any length. On the evening of May 22nd, soon after 8 o'clock, three men were lying on a bed in a house in Reclamation Street, Yaumati, one of whom was deceased. Prisoner came in and almost immediately, according to the evidence, went up to the deceased and attacked him with a knife and inflicted 19 wounds, causing death soon afterwards. After inflicting the wounds the accused went to the police station, gave himself up, and handed over the knife with which the murder had been committed. Prisoner seemed to have acted under a grievance of some kind against some men of whom deceased was one. When charged at the police station with murder the accused said—"I wanted to exchange life for life with him because he has driven me to the last extremity. He robbed me of all my money."

Dr. Macfarlane, Government Bacteriologist, spoke to examining certain articles of clothing, sent to him by the police. Each piece of clothing was stained with human blood. He was also sent some wall paper and calendars which were stained with blood, human and mammalian blood. On a knife which was forwarded to him he also found mammalian blood.

Dr. J. T. Smalley said that on May 22nd, about 8.30 p.m., he was called to Yaumati Police Station and from there he went to a house in Reclamation Street. In this house he found a Chinese male suffering from numerous wounds; the man was lying on a bed. The wall at the back of the bed, a partition, and a window ledge near the bed were splashed with blood. Witness dressed the man's wounds and then had him removed to the Kwong Wah Hospital. Here he was immediately removed to the operating theatre, but died before anything could be done. The man had no chance whatever of recovering, and that was why he did not send him to the Government Civil Hospital; the man would never have arrived there alive. Witness added that he subsequently made a post-mortem examination, and then went on to describe the dead man's many wounds, some of which, in the region of the abdomen, were of a very serious nature.

A Chinese coxswain, who resides in the house where the affray took place, said that about 7.30 on the night of the stabbing deceased and some other men came into the "club," and soon afterwards they, along with him (witness) commenced to smoke, and lay down on the bed for this purpose. The accused came in shortly afterwards, and as he approached the bed he said to the deceased "What about it?" Deceased replied, "I won't listen to anything." Witness then saw accused go to where the deceased was lying, put his two hands on deceased's stomach, and press inwards. He (witness) then said, "Don't fight here; if you have anything to say to each other, say it quietly by and bye." Just about then he saw prisoner holding a knife in his hand, and tried to catch hold of him. Then the prisoner said, "It is none of your business, move away." Witness did so, and he then saw the deceased raise himself halfway from the bed. As he did so the prisoner stabbed him in the head. This was followed by two more stabs in the stomach and witness called out, "He has stabbed him." Prisoner then left the house and witness followed him shouting, "You have stabbed him, you will have to go to the police station." This the prisoner did. Witness added that the stabbing did not take more than ten minutes.

(Continued at foot of next column.)

## SPORT.

## BOWLS.

## K.O.C. v. R.E. SERGTS. MESS.

Played at King's Park on Monday.

Scores:—

R.E.	
Wilson and Heath	3
Wilson and Heath	5
Wilson and Heath	3
Reakers and Johns	1
Reakers and Johns	5
Reakers and Johns	2
McGregor and White	10
McGregor and White	6
McGregor and White	36

## K.O.C.

Christian and Mead	8
Richmond and Davidson	6
Railton and Jack	8
Christian and Mead	10
Richmond and Davidson	6
Railton and Jack	9
Christian and Mead	10
Richmond and Davidson	1
Railton and Jack	5
	63

## "SERVICES' ENTERTAINMENT FUND."

The following subscriptions to the above Fund have been received by the Treasurer during the week ending 30th June and are gratefully acknowledged:—

Already acknowledged	\$1,244.40
A. Hewitt	5.00
C. L. C. H.	2.00
" "	5.00
Per Messrs. Moutrie:—	
"Ken"	5.00
"Redding"	10.00
C. G. Harrison	5.00
C. Thorne	10.00
Capt. F. Halliday, R.A.	5.00
E. W. Hamilton	5.00
H. P. White	10.00
E. Irving	3.00
Total	\$1,309.40
Estimated monthly requirement	\$ 600.00
Total receipts for June	745.00

## \*Monthly subscription

## \$—Donation.

T. ROBINSON

(General Secretary)

F. G. B. HASTINGS, R.N.

(Naval Secretary)

C. L. COOPER-HUNT, C.F.

(Military Sec. and Treasurer)

Cross-examined by Mr. Alabaster witness said that the premises, where the stabbing took place belonged to him; though he used it as a club so that his friends might come in when it was raining.

You also keep opium there when it rains, do you not; isn't your place an opium den?—No, I keep opium there for the convenience of my friends, and I also smoke myself.

When questioned on the point as to whether all the men on the bed were smoking witness said that he was the only man who was smoking. He then caused some amusement by remarking:—"Of course, I had asked the others to have a smoke just for courtesy's sake, but I did not intend them to have a smoke all the same. That is a Chinese custom, you know."

The Chief Justice asked the witness why, when he saw the accused with a knife in his hand, he did not attempt to take it from him.

Witness—I had no time. And at first I did not know he had a knife. He seemed to be moving his two hands up and down. Then, when he drew the knife, he was too quick. And he was a stronger man than me, you know.

The Chief Justice—There were three of you, surely you could have tackled him?

Witness—I really had no time. I was lying on the bed and I had to get up and put on my shoes.

The Chief Justice—Go away.

After further evidence, Mr. Alabaster addressed the jury, remarking that though he did not contest the point that the deceased met his death at the hands of the accused, he would ask the jury to say that at the time the murder was committed the accused was insane.

The jury subsequently returned a verdict of guilty, but that the murder was committed by the accused when in a state of insanity.

The accused was then ordered to be detained in Victoria Goal during His Majesty's pleasure.

## INTIMATIONS

LANE,  
CRAWFORD & Co.

(ESTABLISHED 1850).

(TELEPHONE 1741).

NEW STOCKS OF  
BLACK, BROWN AND PATENT."WALK-OVER"  
BOOTS and SHOES

\$12.00 \$13.50 \$14.50 \$16.50 per pair.

THESE PRICES ARE REMARKABLY LOW AS BOOT

PRICES GO NOWADAYS.

WE CAN GIVE YOU A LARGE SELECTION IN ALL

WEIGHTS AND SIZES.

THE VALUE IS UNQUESTIONABLE AS THE COMFORT

AND SERVICE OF EVERY PAIR WILL PROVE

## SOLE AGENTS:

## LANE, CRAWFORD &amp; CO.

18

A.V.C. FINEST OLD LIQUEUR  
BRANDY.

GUARANTEED 30 YEARS OLD.

V. D. CLARETS. V. D. SAUTERNES.  
V. D. BURGUNDIES.

Stocked by HONGKONG HOTEL.

Obtainable at LANE, CRAWFORD &amp; Co.

A. & B. MACKAY'S LIQUEUR  
WHISKY.THE ORIGINAL LIQUEUR  
WHISKY.

PRICE \$24.00 PER CASE DUTY PAID.

Has a fine mild flavour and a refreshing clean taste.

Obtainable at all Local Stores.

and at LANE, CRAWFORD &amp; Co.

[467-3]

## Powell Ltd

TELEPHONE 544

## JUST ARRIVED!

## A VARIED ASSORTMENT

OF

LADIES'  
TENNIS AND GOLF  
SHOES.

NOW ON SHOW.

[99]



## NEW ADVERTISEMENTS

## NORWEGIAN LLOYD INSURANCE COMPANY, LIMITED.

HAVING been appointed AGENTS for the above Company, we are prepared to accept FIRE and MARINE RISKS for Hongkong and Canton at current rates.  
THORESEN & Co.,  
Agents. [800]

## FOR SALE.

THE following LAUNDRY MACHINERY, in good condition:—  
1. BOILER.  
1. STEAM ENGINE 14 H.P.  
2. WASHING MACHINES.  
2. EXTRACTORS.  
1. WATER HEATER.  
2. STEAM BOARDS.  
Donkey Pumps, Water and Steam Pipes, Tanks, Tables, etc.  
Apply in writing to—  
Box No. 4,  
Care of "Daily Press" Office. [801]



## GOVERNMENT BILLS, ETC.

TENDERS for SPECIE current in SHANGHAI, up to and for the sum of \$100,000—current in Shanghai, will be received by the TREASURY CHEST OFFICER, ARMY PAY DEPARTMENT, until 11 o'clock A.M. on the 5th July, 1917.  
The amount accepted is to be placed by the Treasurer to the credit of an account with the HONGKONG AND SHANGHAI BANKING CORPORATION, Shanghai, so as to be available on the 6th July, 1917.

Persons tendering to state alternatively (a) The amount of Hongkong currency payable in Hongkong on 6th July required for each \$1,000 Shanghai currency; and/or (b) The amount of Dollars current in Shanghai per \$100 of Shanghai transfer on the London Commission of M.M. Treasury, London.  
The tenders to be in duplicate, and in sealed covers, addressed to the TREASURY CHEST OFFICER, ARMY PAY DEPARTMENT, and endorsed "TENDERS FOR GOVERNMENT BILLS, ETC."  
The right to accept or reject any or all of the tenders is reserved.  
Copies of Forms of Tender can be had on application.  
Persons tendering for (Bills) are hereby notified that having regard to the provisions of the Act 22 George III., Cap. 45 and 41, George III., Cap. 52, the acceptance of any such tender is subject to the express condition that no Member of the British House of Commons shall be admitted to any share or part in or to any benefit to arise from the Contract, thereby made for the allotment of such (Bills).  
The provisions in question do not apply to Contracts entered into by an incorporated Company in its corporate capacity and made for the general benefit of the Company.  
Any further information can be obtained by personal application to the TREASURY CHEST OFFICER, A.P.D.  
F. J. THURSBY-ELLIHAM, Lt. Colonel,  
Treasury Chest Officer, A.P.D.  
His Majesty's Treasury Office,  
Hongkong, 4th July, 1917. [802]

## NOTICE.

MR. E. M. RAYMOND has this day been admitted a Partner in our Firm.  
BENJAMIN & POTTS.  
Princes' Building,  
Hongkong, 1st July, 1917. [798]

## NOTICE.

WE HAVE THIS DAY REMOVED OUR OFFICE to the FIRST FLOOR, YORK BUILDINGS, CHATER ROAD (above Messrs. Kelly & Walsh Ltd.), and next to Messrs. Java-China-Japan Lijia).  
FURUKAWA & Co.  
Hongkong, 1st July, 1917. [797]

## HONGKONG FIRE INSURANCE COMPANY, LIMITED.

## NOTICE.

NOTICE IS HEREBY GIVEN that the following Scrip Certificates—No. 6068 for 5 Shares numbered 2923 and 4483/6 in the name of Mrs. MARGERY GRANT SMITH of Hongkong and No. 6069 for 5 Shares numbered 3318/3922 in the name of Mr. ERIC GRANT SMITH of Hongkong have been LOST, and should the same not be produced before the 15th proximo New Certificates will be issued to the said Mrs. MARGERY GRANT SMITH and Mr. ERIC GRANT SMITH, and no transaction taking place under the old Scrip Certificates will be recognised by the Office.  
JARDINE, MATHESON & CO., LTD.,  
General Managers.  
Hongkong, 28th June, 1917. [790]

## DISTRICT GRAND LODGE OF HONGKONG AND SOUTH CHINA, E.C.

## NOTICE.

AT A SPECIAL MEETING of the DISTRICT GRAND LODGE OF HONGKONG AND SOUTH CHINA, held at the Masonic Hall, 2, Zetland Street, on SATURDAY, 23rd inst., in celebration of the Two Hundredth Anniversary of the first Assembly of the Grand Lodge of England, which was commemorated on that day throughout the Empire, a collection was made in aid of the

HONGKONG WAR CHARITIES FUND.  
(Marked for Masonic Charities.)  
Freemasons not present at the Meeting who wish to subscribe may, until 7th July, send donations to W. J. TITCHER, Esq., who will be glad to receive contributions however small.  
By Command of the D. D. G. M.  
Hongkong, 27th June, 1917. [791]

## FOR SALE.

DO NOT MISS A GOOD OPPORTUNITY.

BEAN and NUT OIL MILL PLANT in perfect working order for sale at a scrap-iron price.  
Please address enquiries to—  
"K."  
Care of "Daily Press" Office. [793]

## AUCTIONS

## PUBLIC AUCTION.

THE Undersigned has received instructions from the Liquidators of Messrs. JAMES & Co. in pursuance of an order of the Hongkong Government to sell by public auction at 11 o'clock (Noon) on TUESDAY, the 5th day of July, 1917, at his Sales Rooms, Duddell Street, THE VALUABLE LEASEHOLD PROPERTY situated at The Peak, Hongkong, and being RURAL BUILDING LOT No. 19.

## IN ONE LOT.

The Property Consists of:—  
The piece or parcel of ground and premises known as "Lysholt," 104, The Peak, situated near Mount Gough, in the Colony of Hongkong, with an area of 124,028 square feet and registered in the Land Office as Rural Building Lot No. 19.

The Lot is held for the unexpired residue of a term of 75 years created therein by an indenture of Crown Lease dated the 23rd day of April, 1888.  
The Annual Crown Rent is \$25.00.  
For further particulars and conditions of sale apply to—  
Messrs. WILKINSON & GRIST,  
Solicitors for the Liquidators,  
or to the Undersigned,  
GEO. P. LAMBERT,  
Auctioneer. [807]

## PUBLIC AUCTION.

BY direction of the Government of Hongkong, Messrs. HUGHES & HOUGH have received instructions to sell by Public Auction,

## ON MONDAY,

the 13th day of August, 1917, at 3 P.M., at their Sales Room, Ice House Street, Victoria, Hongkong,  
The Following VALUABLE LEASEHOLD PROPERTY situated at Victoria, Hongkong, viz:—

All THOSE pieces or parcels of ground situated at Victoria aforesaid and known and registered in the Land Office as SECTION "A" OF MARINE LOT NO. 101 and SECTION "B" OF MARINE LOT NO. 101. Together with the messuages, erections and buildings and buildings thereon known as No. 7, Queen's Road Central, Victoria aforesaid. Term 999 years created by a Crown Lease dated the 8th day of April, 1886.

Area in respect of Section "A" of Marine Lot No. 101—8445 sq. ft. Proportion of Annual Crown Rent \$34.45.  
Area in respect of Section "B" of Marine Lot No. 101—875 sq. ft. Proportion of Annual Crown Rent \$6.75.

For further particulars and conditions of sale apply to—  
JOHNSTON, STOKES & MASTER,  
Princes' Buildings,  
Ice House Street, Hongkong,  
Solicitors for the Liquidators of  
THE DEUTSCHE ARABISCHE BANK,  
or to  
Messrs. HUGHES & HOUGH,  
The Auctioneers.  
Hongkong, 6th May, 1917. [810]

## PUBLIC AUCTION.

THE Undersigned has received instructions from the Liquidators of Messrs. WITKES & Co. in pursuance of an order of the Hongkong Government to sell by public auction at 11 o'clock (Noon) on MONDAY, the 27th day of August, 1917, at his Sales Rooms, Duddell Street, Hongkong,  
All the piece of ground situated at Yau-mat, Kowloon, in the Colony of Hongkong, and registered in the Land Office as KOWLOON INLAND LOT No. 290.

## IN ONE LOT.

The property consists of a piece of ground abutting on Battery Street and Fourth Street (near the Praya) in Kowloon and contains an area of 4,500 square feet.  
The Lot is held for the unexpired residue of a term of 75 years created therein by an Indenture of Crown Lease dated the 4th day of May, 1889.  
The Annual Crown Rent is \$60.  
For further particulars and conditions of sale apply to—  
Messrs. HASTINGS & HASTINGS,  
Solicitors for the Liquidators,  
or to the Undersigned,  
GEO. P. LAMBERT,  
Hongkong, 23rd May, 1917. [803]

## NOTICES TO CONSIGNEES

## S.S. "DUMBRA."

COMPAGNIE DES MESSAGERIES MARITIMES.

## NOTICE.

CONSIGNEES of Cargo from Havre, St. in connection with above Steamer are hereby informed that their Goods with the exception of Optics, Treasure and Valuables are being landed and stored at their risk into the warehouses and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.  
Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day requesting it to be landed there.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 4th July, at Noon, will be subject to rent and landing charges.  
All Claims must be sent in to me on or before the 6th July, or they will not be recognised.  
All damaged packages will be examined on TUESDAY, the 3rd July, at 10 A.M.  
No Fire Insurance has been effected.  
P. THOMAS,  
Agent.  
Hongkong, 29th June, 1917. [813]

## HOUSES TO LET

## TO LET.

1. NEW HOUSE in Conduit Road. Ready for occupation. Also 1 GODOWN in Duddell Street.  
For rent and other particulars apply to—  
H. M. H. NEMAZEE,  
1 Des Voeux Road. [602]

## TO LET.

A FIVE-ROOMED HOUSE, with Tennis Court, in Minden Villa, Kowloon.

A FLAT in Nathan Road, Kowloon.

Apply to—  
RUMPHREYS ESTATE & FINANCE Co., Ltd.,  
Alexandra Buildings. [638]

## TO LET.

OFFICES at 2, Connaught Road Central. OFFICES in King's and York Buildings. HOUSES to let, Wongsai-chong Road. HOUSES in Clifton Gardens, Conduit Road. HOUSES in Broadwood and Moreton Terraces. HOUSES on Sheanwan, Canton.

Apply to—  
THE HONGKONG LAND INVESTMENT AND AGENCY Co., Ltd.  
[68]

## TO LET.

NO. 12, BEACONSFIELD ARCADE SHOP. NO. 2, MERION, No. 5, TEN PRANK. NO. 6, BELLILIOS TERRACE. NO. 7, BELLILIOS TERRACE. 4-ROOMED FLAT at the Peak (separate entrance).

NO. 23, BELLILIOS TERRACE, with entrance on Conduit Road. TWO GODOWNS, in Duddell Street. NO. 2, DES VOEUX VILLAS, 51, PRANK (Unfurnished).  
Apply to—  
LINSTEAD & DAVIS,  
3rd Floor, Alexandra Building. [60]

## WANTED.

A HOUSE or WHOLE FLOOR with about 10 Rooms in a central location. Please apply to—  
Box No. 3,  
Care of "Daily Press" Office. [787]

## CLEARANCE SALE.

FOR ONE WEEK AT  
KOMOR & KOMOR,  
ART AND CURIO GALLERY  
(Alexandra Buildings).  
We have let part of our shop to "MAISON LILY" and must clear stock. We offer, therefore, our whole stock at 20 to 30 per cent. discount, and will accept reasonable offers for Large pieces.  
The sale commences on Tuesday, the 3rd of July.  
Inspection cordially invited.  
KOMOR & KOMOR,  
Art and Curio Dealers,  
Des Voeux Road. [789]

## NOTICE.

ANY EUROPEAN, Non-Asiatic or Indian desiring to leave the Colony should apply in person at the CENTRAL POLICE STATION between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily.  
Applicants will be required to produce Passports or identification papers.  
All persons who remain in the Colony for more than 7 days are required to Register themselves under the REGISTRATION OF PERSONS ORDINANCE 1916.  
Forms of Registration giving the particulars required may be obtained at the G.P.O. and at all Police Stations.  
The Penalty for non-compliance is a fine not exceeding \$50. [58]

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.

STEAM FOR STRAITS, OCEAN AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR MALAYA, AMERICAN, CONTINENTAL, AND SOUTH AFRICA PORTS.

THE Homeward Mail Steamer, carrying His Majesty's Mails, will be despatched from this port as usual, taking Passengers and Cargo for the above Ports. Passengers' accommodation in the connecting vessel secured before departure from Hongkong.

Silk and Valuables sent via and Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding via Bombay to Marseilles and London.  
Passage will be received at the Office until 5 P.M. the day before sailing. The contents and value of all packages are required.  
For further particulars, sailing dates, etc. apply to—  
J. V. D. PARK,  
Superintendent. [7]

## INTIMATION

## WATSON'S FORMAZONE

## (REGISTERED).

A Refreshing, Invigorating and Palatable drink particularly suited for Tennis, Shooting and Bathing Parties.

PINTS \$1.20 PER DOZ.

FLASKS 70 CTS. " "

## A. S. WATSON &amp; CO., LTD.,

ERATED WATER MANUFACTURERS.

TELEPHONE 436

## MARRIAGES.

AINSLIE-ARNOLD.—On May 2nd, at St. Mary's Church, Dover (by special licence), by the Rev. E. E. C. Hiffe, GEORGE ROBERT AINSLIE, Captain, China Navigation Company, elder son of Captain and Mrs. G. Ainslie, of 55, Barton Rd., Dover, to BLANCH, younger daughter of the late Mr. FOREMAN, ROBERT ARNOLD, Trinity Pilot, and Mrs. Arnold, of 8, Effingham Crescent, Dover. [798]

MOYHING-BOWEN.—At Chungking, on June 26th, before H.B.M. Consul, and afterwards by the Rev. W. L. L. KNIFE (C.M.S.), WILLIAM JAMES MOYHING, to MABEL ESTHER, elder daughter of Mr. and Mrs. THOS. WM. BOWEN, of Shanghai. [799]

## DEATHS.

DAVIS.—Killed in action on June 23rd, 1917, 2nd Lieut. L. ALAN DAVIS, Royal Flying Corps, 3rd and youngest son of Mr. and Mrs. H. C. DAVIS, of No. 73 Great Western Road, Shanghai, aged 23 years.  
DAVISON.—At Bedford, England, on 2nd July, 1917, DENNIS WILLIAM STARRIBER, aged 7 months, son of Mr. and Mrs. W. DAVISON, Kowloon Dock. [799]

GORDON.—On July 3rd, at the Government Civil Hospital, LILIAN LILIE, the beloved wife of J. M. GORDON.  
Funeral will pass the Monument to day at 5.15 p.m. [803]

HONGKONG OFFICE: 10A, DES VOEUX ROAD, C. LONDON OFFICE: 131, PRINCE STREET, E.C.

## The Daily Press.

HONGKONG, 4th JULY, 1917.

## THE FOURTH OF JULY.

It is the custom among loyal citizens of the United States of America, in whatever part of the world they may be, to celebrate, in more or less public fashion, the Fourth of July, the birthday of their nation, and those resident in Hongkong will prove no exception to the rule to-day. It is now one hundred and forty-one years since the Declaration of Independence was signed, and no biter memories survive on either side as a result of the lamentable mistakes which led up to it. Every Briton recognises now—as, indeed, many enlightened statesmen, such as the Earl of CHATHAM, recognised then—that it was our folly which drove the American Colonists, much against their will, to revolt against the Mother Country, after they had vainly sought every means of avoiding a rupture. The lesson which Great Britain learned then has borne valuable fruit since. To it we owe

in no small measure that Empire which, bound together by the silken ties of sentiment, has shown such a magnificent spirit of unity whenever danger threatened. As we contemplate the greatness of the United States we experience a feeling of pride in the recollection that its foundations were laid by liberty-loving Englishmen, and on "Thanksgiving Day" the citizens of the great Western Republic remember with gratitude that their ancestors were the Pilgrim Fathers—not men of the type of PIZARRO and CORTES, who sought the New World for conquest and gold, but men who landed on the shores of New England to establish there a nation whose watchword should be freedom and which should endeavour to work out in its history, under new skies and new conditions, those principles of social and religious equality that, for the time, they were denied in the land of their birth. For more than one hundred years there has been unbroken peace between the two nations, and no better illustration could be needed of the mutual feeling of confidence which prevails than that which was so happily furnished on Empire Day by the American Consul-General when he reminded us that there is not, in the four thousand miles of border-land between Canada and America, a single gun, a single fort, or a single armed body of men. The explanation, of course, is that both nations are democracies owning a common origin, a common language, and common ideals. Their aim has been to live in amity with the rest of the world and to devote their energies to the moral and material advancement of themselves and those whom destiny has committed to their care. To-day they are more closely united than ever in a bond of mutual sympathy and understanding, for the two peoples have been drawn together in defence of Civilisation against the aggression of military despotism. They are fighting side by side in the cause of liberty and justice which both hold dear, and they will not relinquish the task which their sense of duty has imposed upon them, until that cause is triumphantly vindicated, and peace is firmly re-established in the world from which it was banished three years ago by Germany's lust for conquest.

Sir Francis Henry May completes his fifth year as Governor of Hongkong to-day.

Sir Somerville Head, Bart., is replacing Mr. Hoare at the British Legation in Peking.

We understand that a vessel, which had been under repair at a well-known establishment in the Colony, took French leave on Sunday morning.

In celebration of Independence Day the members of the American community in Hongkong will join together at tiffin at the Hongkong Hotel to-day.

The Archbishop of Canterbury has nominated the Rev. E. D. L. Danson, M.A., to be Bishop of Labuan and Sarawak in succession to Bishop Mounsey, who recently resigned the see owing to ill-health.

Judge Martelli, who died on May 2nd at Mundesley, Norfolk, after three months' illness, at the age 54, was married to the daughter of Mr. Geo. Jamieson, C.M.G., formerly British Consul-General at Shanghai.

In the House of Commons on May 7th Sir J. Walton, who had a question on the paper as to Japan placing at the disposal of Great Britain their mercantile marine, said he had been requested to postpone it to the secret Session.

The first instances of persons having orders of deportation made against them under the new Order-in-Council, came before H. M. Supreme Court, Shanghai, on June 28th, when a number of Indians were ordered to be sent back to India.

War-time economy is evidently being practised in Hongkong amongst the Chinese, for a few days ago passers-by were considerably amused to see a Chinese calmly shaving himself by the aid of a mirror on show in the front shop-window of the Sincere Co., Ltd.

During the week ending June 30th, six cases of plague were reported in the Colony (one Indian and the rest Chinese, one being imported), of which number five proved fatal. In the same period there were two non-fatal Chinese cases of typhoid, three non-fatal Chinese cases of typhus (one British, and the rest Chinese), and two non-fatal Chinese cases of puerperal fever.

## THE CHINESE RESTORATION.

[FROM OUR PEKING CORRESPONDENT.]

## CHANG HSUN IMPERIAL GUARDIAN.

PEKING, July 1st.

The Manchu Emperor was restored this morning.

Chang Hsun is the Imperial Guardian. The Imperial Palace is guarded.

The dragon flag is flying above all public buildings.

PEKING UNMOVED.

There is a profuse display of dragon flags in the city, which remains unmoved. Chang Hsun's troops are guarding strategic points.

Several Edicts are expected to-night.

## IMPERIAL APPOINTMENTS.

LATER.

Several Edicts have been issued signed by Chang Hsun as Imperial Guardian. One states that the President asked the Emperor to resume the throne. The President has been created a Duke of the first class; Chang Hsun, grand secretary; Hsu Shih-chang and Kung Yu-wei, grand guardians of the Emperor; Liang Tzu-yen, Foreign Minister; Chen Chen-feng, Minister of Finance; Wang Shih-chun, Chief of the General Staff; Lei Chen-chuan, Minister of War; and Chin Chiao-pao, Minister of the Interior.

Chang Hsun has been appointed Viceroy of Chihli; Feng Kuo-chang, Viceroy of Kiangsu, Kiangsu, and Fukien and Lu Yung-ting, Viceroy of the Two Kwang Provinces.

## TUAN CHI-JUI LEAVES FOR THE SOUTH.

Tuan Chi-jui, who is opposed to the change, has left for the South.

[FROM OUR TIENTSIN CORRESPONDENT.]

## ALLEGED FORGED MEMORIALS.

TIENTSIN, July 2nd.

The alleged memorials in favour of a Monarchy by the Vice-President and Wang Yung-ting are forgeries.

## OPPOSITION TO THE NEW REGIME.

The Vice-President has wired to Tuan Chi-jui promising him the fullest support in opposing the monarchy.

Important Tsuchis, including those of Fengtien and Shantung, have telegraphed supporting Tuan Chi-jui in his attitude.

The Republicans' plan is to isolate Hsuehfu: They give the monarchy three weeks.

Hsu Chih-chang will not go to Peking, as he regards the monarchist movement as madness.

The Tsuchi of Anhui, also, is believed to be against the Monarchy.

## REPUBLICANS CONFIDENT.

The republicans are confident of the early downfall of the Monarchy and Chang Hsun.

## ARE THE GERMANS AT THE BOTTOM OF THE PLOT?

A prominent ex-Minister has asserted that the Germans are at the bottom of the plot.

Three men very closely associated with the monarchist coup are known to have been intimates of Admiral von Hintze, the German Minister, before the rupture of diplomatic negotiations took place between China and Germany.

[BY COURTESY OF THE "CHUNG NGOI SAN PO."]

## HSUNG TUNG'S MANDATE.

SHANGHAI, July 3rd.

Hsueh Tung's Mandate states that a Republic is unsuitable to the country, and Lu Wing-ting and Feng Kue-chang demand the restoration of the Emperor, who has therefore been restored to the Throne. It also promises:—  
(1) Constitutional Government.  
(2) The princes are not to participate in policy.  
(3) Cancellation of the stamp tax.  
(4) Cancellation of the new Criminal Law.

[THROUGH REUTERS' AGENCY.]

## OPINION IN LONDON.

LONDON, July 2nd.

Chinese prominent men in London express the opinion that the accession of Hsueh Tung will not cause any serious trouble. The change is not likely to alter China's foreign relations.

## CHANG HSUN'S OBJECT.

PEKING, July 2nd.

Chang Hsun's object is the establishment of a Constitutional Monarchy. He is supported by the entire Military Party in Peking and the majority of the Northern Governors.



# THE WAR.

## NEW RUSSIAN OFFENSIVE.

### ACTIVITY IN THE WEST.

#### FALL OF LENS IMMINENT.

## GREECE BREAKS WITH GERMANY.

### BRITAIN AND HOLLAND.

#### FRANCO-BELGIAN FRONT.

##### LATEST CABLES.

##### [THROUGH REUTER'S AGENCY.]

#### HARD FIGHTING.

##### BRITISH HEAVILY ENGAGED.

LONDON, July 3rd.

Field-Marshal Sir Douglas Haig, reports: "As the result of hard fighting, the British Army has advanced southward of Lens, our advanced posts are driven back slightly. There has been considerable reciprocal artillerying at numerous points."

#### LIVELY ARTILLERYING.

PARIS, July 3rd.

A communiqué says: "During the day there has been lively reciprocal artillerying in the sectors west and east of Cerny. There were no infantry actions."

#### GERMAN "SHOCK" TROOPS.

LONDON, July 3rd.

A wireless German official message says: "Our shock troops made a surprise attack northward of Dixmude and captured many Belgians."

The English attacked westward of Lens and penetrated at a few points, but were thrown out, leaving 175 prisoners and seventeen machine-guns. French attacks on trenches lost southward of La Velle farm failed.

##### EARLIER CABLES.

#### BRITISH FRONT.

#### WIPING OUT "LENS SALIENT."

LONDON, July 1st.

is the First Army, under General Henry Sinclair Horne, that is gradually wiping out the Lens salient.

General Horne, as Brevet-Colonel, was sent at the relief of Kimberley, and at Paardeberg, Poplar Grove and River in the Boer War.

#### TISH PROGRESS MENACING GERMAN LINE.

PARIS, July 2nd.

A semi-official message states that the fall of Lens is inevitable and is near at hand. The British progress here, every day of which constitutes a really great step to the German line, is apparently causing anxiety in Germany, for the German Command has found it necessary to issue a statement in which vague references are made to the "rectification" of the line and the very heavy losses which the German artillery is inflicting on the British.

The statement concludes that French national property to the value of millions is being destroyed by the British. The object of this new concern for French property is, of course, obvious.

#### ANOTHER SUCCESSFUL RAID.

LONDON, July 2nd.

Field-Marshal Sir Douglas Haig says: "We successfully raided to the east of Hargicourt."

Enemy raiders reached our trenches to the east of Loos, but were quickly driven out.

#### GERMANY'S NEED OF VICTORIES.

LONDON, July 2nd.

Reuter's Correspondent at the French Headquarters, telegraphing to-day, says: "The sudden return of the enemy to the offensive on Chemin des Dames and the left bank of the Meuse is probably to be explained by the German Government's need of victories, or, rather, local successes, which can be magnified into victories, to set off against the substantial gains of the Anglo-French offensives."

## GREAT SUCCESSES BY RUSSIANS.

### HEAVY CAPTURES OF PRISONERS.

PETROGRAD, July 2nd.

A wireless official report states: "After two days' artillery firing we attacked Konichy. We advanced as far as Konichy stream, southward of the village."

Our prisoners so far number 8,564, and we also captured seven guns.

We attacked south-westward of Brzezany, and captured strong fortified positions, which are constantly changing hands, owing to the Germano-Turkish counter-attacks.

We captured on this front yesterday nine officers and 1,700 men. The Turks are retreating towards Pendjiv.

Our pursuing cavalry occupied Engidja, northward of Lake Deribar.

We also occupied Kalamirivan, south-eastward of Lake Deribar, and the villages in the neighbourhood.

Our airships dropped 650 pounds of bombs on the enemy positions.

There were five aerial engagements, in one of which one aeroplane fought eight. The airship commander was wounded. The airship returned.

#### ENEMY CLAIMS

LONDON, July 3rd.

A wireless German official message says: "Russian attacks at Konichy broke down. Fresh attacks were developed northward."

A wireless Austrian official message says: "Between Narajowna and the Strypa the enemy is continuously employing fresh Reserves, and pushed forward assaulting waves totalling at least twenty Divisions. There were hand-to-hand combats which were mostly repulsed before the first lines."

#### GERMAN WIRELESS.

##### RUSSIAN PRESSURE.

LONDON, July 3rd.

A wireless German official message says: "There has been heavy fighting between the Upper Strypa and the east bank of Darajowka. The Russian pressure was directed against Konichy, in the sector east and south of Brzezany. After two days' strong artillerying, the enemy captured Konichy. Fighting is of the bitterest astride Brzezany. We maintained our positions after a swaying battle. There were heavy enemy losses. There was strong artillerying along the Stockod and Dniester. An attack northward of Kovelluck railway failed."

##### EARLIER CABLES.

#### RUSSIAN ATTACKS.

##### OVER EIGHT THOUSAND PRISONERS CAPTURED.

LONDON, July 2nd.

A wireless Russian official message announces the capture at Konichy of 164 officers and 8,400 men as the result of an attack on the Austro-German positions.

#### AN INTENSE ARTILLERY BATTLE.

PETROGRAD, July 2nd.

An official wireless message says: "In the directions of Zolotchey and Brozany there is an intense artillery battle."

The communiqué does not mention infantry attacks.

We destroyed an enemy train on the Rumanian front. In the Carpathians, the Turks launched a series of attacks near Bistan, but we pursued them north-west of Sewens and reached Zoribar Lake. We engaged the enemy defending the Pendiv Road.

#### NEWS WELCOMED IN LONDON AND PARIS.

LONDON.

The news of the Russia offensive has been received with joy in London and Paris.

Konichy is twenty miles west of Tarnopol. The general opinion is that the objective of the Russians is Lemberg, the capture of which would be of great strategic and political importance.

While the Russian losses apparently have been heavy, the German evening communiqué's statement that these have been unsurpassed is intended chiefly for consumption in Petrograd.

The visit of Marshal Hindenburg and General von Ludendorff to the Austrian Headquarters shows the importance which the High Command attaches to General Brusiloff's move.

#### Italian Front.

##### EARLIER CABLES.

[THROUGH REUTER'S AGENCY.]

#### ITALIAN FRONT.

##### ENEMY ACTIVITY.

LONDON, July 2nd.

An official report states: "The enemy is very active between Lake Garda and Ledro Valley."

Attacks between San Giovanni and Biacesa, and northward at Malsgiamella and to the north-east of Messolazo, failed.

##### General.

##### LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

#### CANADA'S CONFEDERATION.

##### MESSAGE FROM THE KING.

LONDON, July 3rd.

The King has telegraphed the Governor-General of Canada expressing the satisfaction of the Queen and himself at being able to be present at to-day's service in Westminster Abbey, commemorating the 50th anniversary of the Confederation, and in honour of Canada's sons fallen in the war. He rejoices with the Dominion in celebrating this, the jubilee of its strong and ever-growing and prosperous life, and joins in honouring the living and the dead who, by their deeds, had added a glorious chapter to the Empire's history.

Mr. Lloyd George, Mr. Walter Long, the Duke of Connaught, Lord Lansdowne, the Commonwealth Government and Earl Grey also sent messages to the Governor-General.

Mr. Lloyd George says that the Confederation has enabled Canadians to attain internal unity and self-government, and to achieve the beneficent development of their country's resources.

He continues: "The Confederation has done not less for the Empire. It has made Canada the pioneer of that autonomous nationhood which is the unique characteristic of our commonwealth of nations. The history of the past fifty years is a certain proof of the part Canada is destined to play in concert with her sister nations, in promoting the peace and unity of the world after victory has been won."

#### THE AMERICAN ARMY IN FRANCE.

PARIS, July 2nd.

According to the newspapers, the American Expedition in France will be under the exclusive command of General Pershing, and the American Government will have its own lines of communication with the Army from the West Front to Washington.

#### DEATH OF SIR HERBERT TREE.

LONDON, July 3rd.

The death is announced of Sir Herbert Beerbaum Tree, the great actor and theatre manager.

He was born in 1853, and made his first appearance on the stage in 1877.

#### FOOD MINISTRY APPOINTMENT.

LONDON, July 3rd.

Mr. Clynes, M.P., has been appointed Parliamentary Under Secretary to the Ministry of Food.

#### THE COTTON CRISIS.

LONDON, July 3rd.

The Cotton Control Board has decided, regarding spinners who have cotton on call, that prices may be fixed and delivery taken without the authorisation of the Board until further notice.

ALEXANDRIA, July 3rd.

The Cotton Exchange has re-opened. Cotton jobbing has been suspended for a fortnight.

##### EARLIER CABLES.

#### A DUEL IN THE WAR.

AMSTERDAM, July 2nd.

In reporting the death of the famous airman, Reissinger, the *Frankfurter Zeitung* states that in his last fight he set ablaze a British opponent, but the latter, seeing that he was unable to escape death, rammed Reissinger, with the result that both fell down and were killed.

#### RESTLESS RUSSIA.

### DEMONSTRATORS DEMAND AN ARMISTICE.

PETROGRAD, July 3rd.

Enormous crowds participated in the demonstration mentioned this morning, organised by the Committee of the Workmen and Soldiers' Delegates and the more extreme elements. The Constitutional Democrats did not participate.

The processions were headed by a sailors' band playing "The Marseillaise," the favourite inscriptions on the banners being "Down with the Duma and the Council of Empire!" and "Down with the Capitalist Ministers!" A body of infantry carried a banner inscribed "We want armistices on all fronts!"

The sailors of one cruiser declared against a Russian advance, another proclaimed "Not a drop of blood," whilst a third attacked the "Imperialist Allies." Anarchist banners inveighing against all authority were most conspicuous.

The only exceptions to the above inscriptions were the guards and rifles supporting the Government, and another regiment saying "Enough of demonstrations, let's get to work." At Kronstadt the soldiers are urging a fight to a complete victory over the middle classes.

To sum up the day, it cannot be said to be a good augury.

#### SERIOUS DISTURBANCES IN GERMANY.

##### SHOPS AND BARS LOOTED.

AMSTERDAM, July 2nd.

Serious disturbances have taken place at Dusseldorf.

Crowds of workers wrecked and looted the shops, especially the bars.

The local Commander promptly shut the bars and theatres and has court-martialled the ring-leaders of the rioters, four Belgians being sentenced to penal servitude.

There are also numerous minor sentences on male and female rioters.

#### BRITAIN AND HOLLAND.

##### GERMAN LIES DENIED.

AMSTERDAM, July 2nd.

Lord Derby, interviewed by a correspondent of the *Handelsblad* in London, emphasised that as long as Holland is neutral, Britain will respect her neutrality. German allegations to the contrary were merely preparing for a pretext to attack Holland.

"We have no intention of sailing up the Scheldt, and such a plan has never occurred to us. The Dutch must surely know that Germany is a master in intrigue. You must ask yourselves whether Germany will always respect Holland's neutrality. We shall do nothing to make Holland abandon it. No danger threatens Holland from the sea, but danger does threaten it by land. In political circles in Britain there is not the slightest feeling of ill-will against Holland."

#### GREECE BREAKS WITH GERMANY.

##### OFFICIAL RELATIONS AT AN END.

AMSTERDAM, July 2nd.

A Berlin official message gives the text of the Note which the Greek Minister handed to the Government on June 30th, which says: "In consequence of the happily effected union of the two parties in Greece which have hitherto been separated, and also the fact that several Greek regiments are participating on the Balkan front, the Government considers that it can no longer possibly maintain official relations with Germany."

The Minister simultaneously requested that passports should be given him.

#### THE EX-KING OF GREECE.

ST. MORITZ, July 2nd.

Ex-King Constantine and his family have arrived.

#### ELECTRIC CAR PLUNGES INTO NIAGARA.

TORONTO, July 2nd.

Owing to a wash-away, an electric car plunged over a twenty-foot embankment into the river on the ridge of the famous whirlpool rapids of Niagara. Twenty-seven were drowned and forty injured.

#### THE TEA DUTY.

##### REDUCTION MOTION NEGATIVED.

LONDON, July 2nd.

In the House of Commons, during the Committee stage on the Finance Bill, an amendment in favour of the reduction of the tea duty from a shilling to eightpence was negatived without a division, after a statement of Mr. Bonar Law indicating the extent to which the additional revenue had come from direct as compared with indirect taxation. He stated that the indirect taxation in the year before the war was sixty-nine millions, but was now a hundred and ten millions. The corresponding figures of direct taxation were ninety-three and four hundred and sixty-six millions. In view of Mr. Lloyd George's statement of the Government's intention to keep the prices of some necessities at a reasonable level, if the Treasury were to make good in one direction higher prices of food, it would be only right that they should get what they could from other sources in compensation.

#### MR. LLOYD GEORGE'S SPEECH.

##### WHAT THE GERMAN PRESS THINKS.

AMSTERDAM, July 2nd.

Most of the German newspapers affect to deduce from Mr. Lloyd George's speech at Glasgow that Britain means to destroy Germany. With regard to the Premier's remarks on the Colonies, indicating that Germany will not get them back, *Varuents* also takes the latter view. The *Cologne Gazette* uses these arguments to urge the people to continue to endure privations and distress.

#### FOOD FOR GERMANY.

##### BIG SUPPLIES THROUGH NEUTRALS.

WASHINGTON, July 2nd.

With a view to guiding the United States in the matter of control of exports, Britain has supplied America with evidence that Germany is obtaining quantities of food from Scandinavia. From Holland she is receiving enough fats to supply over seven million soldiers, or virtually the entire German effectives. Germany thus received in 1916, in thousands of metric tons, about 83 of butter, 116 of meat, 69 of pork, 70 of condensed milk, 80 of cheese, 46 of eggs, 180 of potato meal, 58 of coffee, 74 of fruit, 12 of sugar, and 215 of vegetables.

#### GERMAN COLONIAL POLICY.

AMSTERDAM, July 2nd.

A meeting of the German Colonial Society, under the presidency of Duke Johann Albrecht of Mecklenburg, has passed a resolution declaring that Germany's sea influence must be guaranteed, that Germany must have an outlet to the ocean, that Germany's overseas possessions must be enlarged with due consideration for over-sea bases, repudiating the idea of abandoning the South Sea Colonies, and demanding the safeguarding of Germany's interests in East Asia.

#### A TASMANIAN BYE-ELECTION.

HOBART, July 2nd.

Mr. Spence, the Nationalist, has been returned at the bye-election at Darwin, replacing a deceased Labour member.

#### RUSSIAN VISIONARIES.

##### BRITISH SOCIALIST'S OUTSPOKEN COMMENT.

LONDON, July 2nd.

The Socialist, Mr. A. M. Thompson, Editor of the *Clarion*, who has been acting as correspondent of the *Daily Mail* at Petrograd, telegraphs a striking analysis of the revolutionary movement in Russia, in which he expresses the opinion that it is directed not only against the Tsar but also against the war. The promoters of the Stockholm Conference are merely visionaries and fanatics, who are unable to distinguish between the belligerents, and who pathetically cling to the idea of universal brotherhood. They are most likely to offer an easy prey for German agents at Stockholm.



CUTLER PALMER &amp; CO'S

NAPIER  
JOHNSTONE'SKnown as the  
"OLD  
SQUARE"  
WHISKY.  
ESTABLISHED  
1745.SOLE AGENTS IN HONGKONG  
AND SOUTH CHINA:  
LANE, CRAWFORD & CO.,  
and from ALL WINE MERCHANTS.APIOLINE  
(CHAPOTEAUT)LADIES  
SAFE  
REMEDY  
For functional troubles, delay, pain  
and those irregularities peculiar to  
the sex.  
Prescribed by the highest French  
medical authorities and superior to  
Tenny, steel drops and Papan royal.  
CHAPOTEAUT, 8, rue Vivienne, Paris.  
Sole Agent, S. S. S.THE NEW FRENCH REMEDY  
THERAPION No. 1  
THERAPION No. 2  
THERAPION No. 3  
THERAPION No. 4  
THERAPION No. 5  
THERAPION No. 6  
THERAPION No. 7  
THERAPION No. 8  
THERAPION No. 9  
THERAPION No. 10  
THERAPION No. 11  
THERAPION No. 12  
THERAPION No. 13  
THERAPION No. 14  
THERAPION No. 15  
THERAPION No. 16  
THERAPION No. 17  
THERAPION No. 18  
THERAPION No. 19  
THERAPION No. 20  
THERAPION No. 21  
THERAPION No. 22  
THERAPION No. 23  
THERAPION No. 24  
THERAPION No. 25  
THERAPION No. 26  
THERAPION No. 27  
THERAPION No. 28  
THERAPION No. 29  
THERAPION No. 30  
THERAPION No. 31  
THERAPION No. 32  
THERAPION No. 33  
THERAPION No. 34  
THERAPION No. 35  
THERAPION No. 36  
THERAPION No. 37  
THERAPION No. 38  
THERAPION No. 39  
THERAPION No. 40  
THERAPION No. 41  
THERAPION No. 42  
THERAPION No. 43  
THERAPION No. 44  
THERAPION No. 45  
THERAPION No. 46  
THERAPION No. 47  
THERAPION No. 48  
THERAPION No. 49  
THERAPION No. 50  
THERAPION No. 51  
THERAPION No. 52  
THERAPION No. 53  
THERAPION No. 54  
THERAPION No. 55  
THERAPION No. 56  
THERAPION No. 57  
THERAPION No. 58  
THERAPION No. 59  
THERAPION No. 60  
THERAPION No. 61  
THERAPION No. 62  
THERAPION No. 63  
THERAPION No. 64  
THERAPION No. 65  
THERAPION No. 66  
THERAPION No. 67  
THERAPION No. 68  
THERAPION No. 69  
THERAPION No. 70  
THERAPION No. 71  
THERAPION No. 72  
THERAPION No. 73  
THERAPION No. 74  
THERAPION No. 75  
THERAPION No. 76  
THERAPION No. 77  
THERAPION No. 78  
THERAPION No. 79  
THERAPION No. 80  
THERAPION No. 81  
THERAPION No. 82  
THERAPION No. 83  
THERAPION No. 84  
THERAPION No. 85  
THERAPION No. 86  
THERAPION No. 87  
THERAPION No. 88  
THERAPION No. 89  
THERAPION No. 90  
THERAPION No. 91  
THERAPION No. 92  
THERAPION No. 93  
THERAPION No. 94  
THERAPION No. 95  
THERAPION No. 96  
THERAPION No. 97  
THERAPION No. 98  
THERAPION No. 99  
THERAPION No. 100

By Appointment to H.M. THE KING.

FIRE ENGINE MAKERS.

**MERRYWEATHERS'**  
Best Quality  
**CANVAS HOSE PIPES**

Two Brands of World-wide Repute:  
"DUB-SUB" and "EXTRA DUB-SUB"

Lined with Best Para Rubber when required.

Write for "Hints on Hose" and quotations to:  
MERRYWEATHER & SONS, Ltd., Greenwich, London, S.E.

**"A Good Digestion"**

This excellent wish may be realised by taking the 'Allenburys' DIET, which affords an ideal food for those of weakened or temporarily impaired digestion. Prepared from rich milk and whole wheat—the two vital food elements combined in a partially predigested form.

Made in a Minute—  
Add boiling water only.

The 'Allenburys' DIET is a Food for Adults and is quite distinct from the well-known 'Allenburys' Foods for Infants.

**ALLEN & HANBURY'S LTD.**  
80 Feking Road, SHANGHAI  
P.O. Box 152  
and London, England.

**The Allenburys' DIET**

"ASAHI BEER."

DAI NIPPON  
BREWERY CO. TOKYO.  
SOLE AGENTS:  
MITSU BUSSAN KAISHA  
Tel. No. 230 or 155.FOR EUROPE AND AMERICA,  
INDIA, AUSTRALIA, &c.  
PRIVATE RESIDENCE AT THE OUTPOSTS,  
A Comprehensive and Complete Record  
of the  
NEWS OF THE FAR EAST  
Is given in the  
HONGKONG WEEKLY  
PRESS  
with which is incorporated  
THE CHINA OVERLAND TRADE REPORT.  
Subscription, paid in advance,  
\$12 per annum. Postage  
\$2 to any part  
of the World.GERMAN DYE MONOPOLY.  
AMERICANS REPLACE IT.

The manufacture in America of dye-stuffs has progressed so remarkably that Government chemists assert that the United States will henceforth be quite independent of the imported article.

Dr. Thomas H. Norton, the dyestuff expert, who is directing experiments from his offices at the Custom House, has forwarded to Washington a report on the experiments of the last two years. He says there is strong ground for the optimistic confidence as to the future of the American dyestuff industry.

In the history of the world's industrial progress there are few instances which can compare with the remarkable evolution of the American manufacture of artificial dyestuffs, he told a reporter for *The World*. "Two years and a half ago, directly or indirectly, we were dependent upon Germany for almost every pound of synthetic colour which formed a small but practically indispensable part of the budgets of textile, paper, leather, ink and allied industries in which millions of operatives are employed."

When the outbreak of the war caused a dyestuff famine in America, Dr. Norton and assistants set about creating in this country a former dyestuff industry which existed at that time. There were only six manufacturers of dyestuffs in the United States then, and they employed a total of 398 operatives. To-day there are 180 manufacturers, and in more than one establishment the pay-roll comprises 1,000 or more names.

Germany, which held practically a world monopoly at the outbreak of the war, will find herself confined largely in exportation of dyes to the Scandinavian countries, South America and Austria. Great Britain, France, Japan and Holland and, to a lesser extent, Russia and Italy, are making experiments with a view to independence of Germany.

Germany, said Dr. Norton, "has lost her dyestuff grip forever. It may not be long before America may repeat in foreign lands the successes won by American textiles, iron and steel, typewriters, sewing machines, harvesters, machine tools and other industries."

To bring about our present success it was necessary in the first place to enlarge vastly the output of our coal-tar industry so as to furnish the few crudes from which numerous useful products are derived. Benzol, toluol, naphthalene, phenol and their homologues are now produced on a scale adequate for the world's needs under normal conditions.

Then came the manufacture from these crudes of the intermediates required to make not only dyestuffs, but also synthetic medicinal, high explosives, photographic chemicals and artificial perfumes. The only intermediate manufactured here before the war was aniline, of which there was a modest output of 800 tons. To-day the yearly production is 25,000 tons.

A large number of other intermediates which were not made regularly in the United States three years ago are now currently produced here. Before the close of 1917 there will be few, if any, coal-tar intermediates not regularly made by our manufacturers. A very few colours of recent invention and of pronounced permanent value, notably in the anthracene, indanthrene and carbazole groups, will continue to have patent protection for from one to eight years or so. But we may look to 1925 as the year when American production of synthetic colours should suffice for the entire American demand. Surely by 1920 we will be manufacturing the great bulk of the supply.

Before the war the United States imported some 5,574 different grades, representing the entire range of colours, shades and composition. Many of these are duplicates. Dr. Norton estimated that the number probably was not in excess of 3,000 different kinds. Of these some 1,000 have been worked out in America and chemists are now experimenting for the other 2,000 formulas.

Of course American manufacturers are not yet entirely comfortable, said Dr. Norton. "Prices are still high, and one can't be comfortable under high prices. Textile mills are not grumbling, however. In a \$30 suit of clothes there is about 20 cents' worth of dyes. The individual suit, expenditure on dyes doesn't mean much, but the aggregate for all the suits in the country is high. We have to look at it from a national point of view. We expended \$20,000,000 a year for dyes before the war, and now those dyes cost \$50,000,000. The pinch, however, will be relieved shortly."

Within some ten days of the declaration of war the whole of the first line British army, about one hundred and twenty thousand men, was landed in France. The main point of embarkation was the port of Southampton, which was closed to all except military traffic. Eighty trains each day, coming from all parts of the British Isles, and bringing many thousands of men who had already crossed the sea from Ireland converged upon Southampton. They were scheduled to arrive at intervals of twelve minutes during the sixteen hours from dawn till dusk. A special instruction provided that if any train was as much as twelve minutes late it was to be regarded as having missed its turn. It was to be side-tracked at any convenient spot, and the transport was to leave without waiting for it. The instruction was not necessary. No single train during the whole embarkation period failed to fall into and keep its appointed place in the procession.

The railways have been taken over by the Government, but the management has been left undisturbed in the hands of the old men. There is nothing by which a shipper or a passenger can recognize that any change has taken place. Each general manager with his own old staff, manages his railway as before. But there is for the first time an authority behind him. The informal committee of general managers that existed before the war was at the outset given full powers as the

ENGLISH RAILWAYS UNDER  
WAR CONDITIONS.  
SPECIAL CORRESPONDENCE.

[To the visitor in England at the outbreak of the war the sudden and efficient taking of the railways under control by the Government was astonishing—that is if he knew anything about it. To most visitors it occurred unnoticed, unknown, so smoothly did this almost Socialist operation work. In fact, Englishmen themselves knew nothing, or almost nothing, of it at the time. In the following account of what the British Government did and is doing with the railways there is suggestion for the United States.]

Our correspondent, Mr. Acworth, appeared for many years in railway committees, and also before the Railway Commission; has given evidence to the House of Commons in England on American railway law and practice, and in America before a Senate committee and the Hadley Commission on English railway cars and practice. He was a member of the Royal Commission on Accidents to Railway Servants in 1899, and of the Commission on Irish Railways, 1906; also of Government Committees on Light Railways, 1894, and on Accounts and Statistics, 1906; member of the Royal Commission of Enquiry into Railway and Transportation in Canada, which has just made its report; designated Commissioner to inquire into railway matters in Rhodesia. He was a delegate of the British Government to the International Railway Congress at Washington in 1903, and at Bern in 1910. He is the author of "The Railways of England," "The Railways and the Trader," "Elements of Railway Economics," and of many articles on railway matters in the *London Times*, the *Quarterly*, the *Edinburgh Review*, the *Nineteenth Century*, the *Economist*, and other journals and newspapers; is a director of the Underground Company of London, which controls the bulk of the transportation facilities, electric railways, street railways, and omnibuses in and around London.—The Editors of the N. Y. Outlook.]

England is an island. But only twenty miles of sea separate it from the Continent of Europe. In the year 1870 war broke out at a few days' notice between France and Prussia, and within six weeks the Germans were in front of Paris. England took alarm. It was not possible that a great army could invade England. Our fleet could take care of that. But it was possible that a few score thousand men might evade the fleet and effect a landing in England. And one provision against this possibility was at once made. An Act of Parliament passed in 1871 gave the Government power to take over by royal proclamation all or any of the railways of the United Kingdom in time of war.

Some forty years later, when the constant shelling of the Prussian mailed fist and the constant rattling of the Prussian sabre were alarming all Europe, matters were carried further. A committee of some twelve general managers of the principal railways was formed (the English general manager corresponds to the American president), and detailed schemes of railway mobilization were drawn up.

The general manager of a railway of which I am a director, which, though small, is not unimportant, as it runs through one of the great training-grounds of the British army, told me that he received the original scheme some four years before the war. It was a sealed packet, and he was instructed to place it unopened in his safe. In the course of the next year or two he received several supplements, to be placed beside the original. Finally, in 1912 he received a complete new scheme, and was told to destroy all the former papers unopened.

On August 4th, 1914, England declared war on Germany. The same day that railways were taken over by the Government, and the mobilization scheme came into operation. The general manager opened his packet and read his instructions. Within a week he despatched ninety military trains. Each train ran to its fixed schedule. Each train was made up of the precise equipment assigned to it. And each carried precisely the troops which the scheme had laid down for it.

Within some ten days of the declaration of war the whole of the first line British army, about one hundred and twenty thousand men, was landed in France. The main point of embarkation was the port of Southampton, which was closed to all except military traffic. Eighty trains each day, coming from all parts of the British Isles, and bringing many thousands of men who had already crossed the sea from Ireland converged upon Southampton. They were scheduled to arrive at intervals of twelve minutes during the sixteen hours from dawn till dusk. A special instruction provided that if any train was as much as twelve minutes late it was to be regarded as having missed its turn. It was to be side-tracked at any convenient spot, and the transport was to leave without waiting for it. The instruction was not necessary. No single train during the whole embarkation period failed to fall into and keep its appointed place in the procession.

The railways have been taken over by the Government, but the management has been left undisturbed in the hands of the old men. There is nothing by which a shipper or a passenger can recognize that any change has taken place. Each general manager with his own old staff, manages his railway as before. But there is for the first time an authority behind him. The informal committee of general managers that existed before the war was at the outset given full powers as the

Railway Executive Committee. And it exercises supreme control. Its nominal chairman is a Cabinet Minister. But the deputy chairman, the real head of the organization, is one of the general managers. The Executive Committee is in almost constant session, and its task is to insure that all the railways of the country work together as one harmonious whole.

The task is not light. Not only have troops had to be moved to the ports by the million, guns by tens of thousands, and military stores in millions of tons, but when every factory in the country is impressed into military work the amount of traffic back and forth within the country itself is enormous. Steel is cast in one place, and made into shell in another; the fuses come from a third district, and the explosives from a fourth; the boxes and baskets to hold the shells have to be brought from a fifth; the filling is done in a sixth place, before finally the finished shell can be delivered at the port of shipment. And similarly with all the other necessities of the armies and the fleets.

And this is not all. Railways, like any other business concern, as they grow up develop an organization to meet the requirements of their normal business. And the requirements in England nowadays are wholly abnormal. Imagine a camp of twenty or thirty thousand men, with all their multifarious needs in food and supplies, plumped down along side of a petty way station, whose accommodation was meant to suffice for a score of passengers a day and three or four freight cars. Imagine half a dozen important ports taken up wholly by naval needs and the whole of their normal traffic diverted to an adjoining port, or, it may be, to a port on the opposite coast of the island. Again, traffic has been thrown upon the roads that they never handled before. The collision before the war imported from the Baltic through ports close at hand. That traffic has been stopped, and pitropers have to be carried long distances by rail from remote parts of Great Britain.

Not are these the only difficulties against which the railways have to contend. With more traffic than ever to handle, there are fewer men to handle it. One man out of every five—and they not the least active and efficient—has gone to fight. Shops that should be building new engines and overhauling old ones are given up to making shells or building airplanes or motor lorries. Steel that should be rolled into new rails has been commandeered for ship plates and gun barrels. But somehow the railways have pulled through. The employees who are essential to the state, have worked their best and hardest with conspicuous loyalty. Women, as porters, carriage cleaners, ticket collectors, and in various other capacities, are lending a willing hand. Military traffic of course comes first. And if freight is delayed and passenger trains are overcrowded and behind time, nobody grumbles. And indeed there is not much excuse for grumbling. So far freight rates have been left unaltered, but passenger fares have practically been doubled. Before the war the normal fare was two cents a mile. But there were so many concessions from the normal fare in the shape of commuters' tickets, workmen's tickets, week-end tickets, excursion tickets, etc., that it was estimated that the average passenger did not pay more than twelve miles per mile. Early in the war all cheap fares except commuters' and workmen's tickets were cut off, and a few months ago the ordinary fares were increased fifty per cent. So the ordinary passenger now pays three cents. The increase was put on quite as much to reduce travel as to obtain revenue. Gradually the passenger service has been very greatly reduced; the express trains stop at more stations and take longer on their journey. Dining cars and sleepers have been almost entirely cut off.

Under the Act of Parliament of 1871 the compensation to be paid by the Government to the proprietors of a railway taken over was to be fixed by arbitration in default of agreement. But when all the railways were taken over for an indefinite time it was felt that this would not be fair to the hundreds of thousands of stock and bond holders. Accordingly an agreement was at once made that all Government traffic should be carried free and no account rendered; that the Government should take all receipts from ordinary traffic, pay all operating expenses, and guarantee to the proprietors of the railway the same net revenue as they had earned in 1913; the last complete year before the war. And, subject to minor adjustments, this agreement has been adhered to ever since. If, after the working expenses and the guaranteed net revenues of all the railways have been met, there is a surplus, the Government takes it. If there is a deficit, the Government finds the money to meet it. The actual result has varied at different periods. Three separate all-round increases of \$1.25 a week in the wages of the employees, the last of which has only just taken effect, have added largely to operating expenses. But as a whole the arrangement has been satisfactory to the parties. The shareholders as a body feel that they have been fairly treated, for, though, doubtless, in some companies they would have done much better had they been paid by results, in others, where old pleasure traffic was killed and no new traffic took its place, they would have done much worse. And the Government, whose vast military traffic is carried for nothing, has probably paid less than it would have done had each soldier and each ton of stores been charged for according to the regular military tariff.

I have laid stress on the fact that the railway officials manage their own lines exactly as before. But naturally the relation between the War Office and the railways is close and constant. And from the Director-General of Military Transport at headquarters, through the colonel in charge at the divisional command, down to the subaltern transport officer at the local entraining station, there is a whole hierarchy of military officers whose business it is to interpret the military needs to the railway officials, and the railway possibilities to the military authorities. The point is that it is for the soldiers to say what they want done, for the railway officials to decide how to do it, or, if it may be, to explain why it cannot be done and to suggest a revision.

(Continued at foot of next column.)

MRS. MALAPROP IN AN AIR RAID.

That the redoubtable Mrs. Malaprop with her charming array of misused terms, did not pass with Sheridan as evidenced by a recital of the incidents of an air-raid as it would be done by that gay and affable lady. She has lost none of her ease at inept expression, even though the shock of the Zeppelin visit was disturbing, and though it may be surmised most of her nerves were considerably unstrung. We gather a full realization of this deadly instance. Touton frightfulness when we hear the lady remark:—

"I am not, my dear Lydia, congenitally nervous, but ever since this terrible cat-astrophe has overwhelmed Europe I have been a prey to torpid apprehensions. Thinking that dissection was after all, the better part of valour, I consulted the placenames in a gazetteer and removed my household penances—pardon this classical illusion—to a quiet provisional town fifty miles from the busy metropolis. Here, I facilitated myself, no Zeppelins were likely to perpetrate their murderous deeds. My conclusions have proved sadly fallacious. I have just precipitated in a Zeppelin-raid that may be hysterical in days to come. As I do not wish to be paralysed by the censor, I refrain from giving exquisite geographical details, and will content myself with a general perversion of the alarming experiences I have had."

"I had retired to bed about ten o'clock on Saturday night, when I was thrust into a state of perturbation by the sound of some powerful mesmerism travelling through the air. I had just raised pious partition that this might not be hostile airship, when my solidity broken in upon by a loud tabu on bedroom door. With frenzy-eligible her face, my maid Jane entered, perilled as she was in white robes, she snatched from her bedclothes, she looked like Casabianca predicting the fall of ancient Troy. She declared that a Z-pain of compendious size was cruising overhead."

"I hastily dressed, and illuminated every part of light in the house. The darkness, and trembling with agitation, we slipped out to the front porch away, possible, declaimed. We easily make out the general outline of giant airship, cynical in shape, we blundered. Beneath the huge body could dimly discern the gorgonzolas that hold the wicked evaders. One of the terrible missiles fell near our house, exploding with a deafening discussion, and dazzling polytechnical display. The crash, Lydia dear, must have been edited in London itself. I rushed with Jane to the veranda of asterisks—to collar beneath the kitchen. Five times all we heard bombs explode, with splitting fubigations. Then the door was rung perennially by a special stable, who cautioned us for leaving front door open. He told us that chief damage done was wrought of a three-story temperament that had struck by a defamatory bomb. The fire-brigade had been mobilised to with this conflagration."

"Plucking up courage, we posted selves at an upper window, from which we had a pantomimic view of the host. The spectacle was one that roused martial spirit. Shells were bursting around the monster, and cavalcade of little stars streamed like meters down sky. Some of our gallant little aerograms, too, had appeared on the scene, and were flying above the Zeppelin, an amazing attitude. The enemy, realising that the situation was vicious, was going to escape, but his object was foil. Suddenly an anonymous cheer from onlookers announced a hit. Astonishing felicity, tongues of fire began to leap from the monster's side, and within a few minutes the great was in a hopelessly inebriate condition, its stem being broken. It fell from skies, as Shakespeare says, 'like Link never to rise again.'"

In the morning I visited the scene, along with hundreds of others in quest of mementoes. The field where the wreck fell was strewn with half-incriminated material that was being sifted by a savage corps of military. I was lucky in securing a fairly large piece of that light metal aluminen, which I have ordered to be made into two immature drinking-cups. One of these I shall send you, dear Lydia, as an intangible remembrance of our escape."

or modification of the order. On the whole, the system works excellently. An irate colonel who was so dissatisfied with the accommodation provided for his favourite charge that he was left expostulating on the platform alongside his horse, while the train and the regiment went on without him was a fortunately rare exception.

Of course, Great Britain, with twelve per cent. of its total population under arms, and with almost as many more engaged in the manufacture of military supplies, is in the war deeper than the United States is ever likely to be. But if the experience of the United Kingdom has any lessons for the people of the United States, they would seem to be twofold:—(1) Even if the Government should think fit to take over the railways, it should leave the management and operation wholly in the hands of the old staff, and (2) if it does take them over, or if, without taking them over, it so far interferes with the normal traffic as to upset the customary balance between income and expenditure, it should at once come to a fair agreement with the proprietors, securing the result that they receive the normal return of income from their property, and not wait for subsequent discussion, and possible litigation, with heated charges of black-mail on the one hand and confiscation on the other. W. M. ACWORTH, in the New York Outlook.



# THE SPIRIT OF BRITAIN.

## FAMOUS FRENCHMAN'S TRIBUTE TO HIS COUNTRY'S ALLY.

[BY MARCEL HUTIN.]

[M. Marcel Hutin, the writer of the following fine tribute to the spirit of Great Britain, is the famous French publicist whose war articles in the *Echo de Paris* have attracted world-wide attention.]

On the last day of July, 1914—a day of warm sunshine—the Paris boulevards and the streets near the Madeleine were instinct with excitement. The French people knew full well that Germany was about to launch the crime which she had meditated for years and that her brutal militarism was to be hurled against France and the liberties of France. Were the French and their Russian allies to stand alone in the struggle with the Kaiser? What of England? What of the English people? For years the *Echo de Paris* had created an atmosphere of mutual appreciation and, in all questions affecting the peace of the world, had controlled the actions of both our Governments. Would it stand the test of the hour of danger?

That evening a member of the Ministry gave me some confidential information which encouraged me to say in the *Echo de Paris* the next morning: "I am certain that England will be with us." Two days later, after the violation of Luxembourg and Belgium by the German troops, British intervention was officially announced.

From that day to this I have never ceased to declare that the Germans must be beaten, irrevocably and inevitably. It is necessary to be well acquainted with the English people in order to appreciate the valuable quality of adaptation which has enabled them, through all the vicissitudes of history, to derive new strength from danger and to carry out with sustained energy all that has been necessary for the defence of their rights and their liberties.

For nearly a year France, practically alone, resisted with magnificent strength the mad assault of scientific militarism against the Land of Liberty. On their side the English people have, of their own free will, provided a powerful organisation which the Germans, with their lack of psychological knowledge, certainly never expected them to do. It took time for the English to understand the tragic drama in which they were forced to play a part. At the beginning every interest appeared to sidestep them to keep outside the conflict, and under such circumstances it is not indeed for a nation to adopt the mentality of war.

When France received the 100,000 officers and men of Lord French's "contemptible little army," who could have imagined that England would ever have been able to send to the Continent Sir Douglas Haig's mighty forces, which are at this moment hurling back Hindenburg's legions from the North Sea to St. Quentin? This splendid force represents the entire people and all its classes, from the workman to the lord, and it may well excite our admiration. The French indeed regard Great Britain's warlike effort with cordial sympathy and appreciation. Marvellous in its organisation, it is still greater because of the spirit of sacrifice which inspires it.

What more could we expect after compulsory military service had been freely accepted? The trade unions sacrificed many of the privileges they held most dear to retain liberties which were dearer still. For the general good, your unions consented to increase working hours, and gladly admitted women and young girls to the factories.

From Cambrai to Douai the Germans realise and deplore the results of the gigantic work accomplished in British workshops. The Germans are themselves largely responsible for the new warlike spirit of the British people, who were lulled to sleep by dangerous prosperity and rich isolation. Zeppelins and submarines were the first factors of British victory. Now, though there is not a single English family that has not suffered some loss, there is a clear realisation that the worst is over. By their enthusiasm and by their material and moral sacrifices the English have played a magnificent part in bringing about the present "knocked-out" condition of the enemy.

Think of it! Every day England is spending 27,000,000 on the war, and she has already spent a total of £2,500,000,000. It is impossible not to be moved by the calm spirit of devotion and sacrifice which impels a people to provide everything necessary for the Tommy and everything that will secure the supremacy of British artillery.

The British mentality is a little surprising to us in France, and we have been almost stupefied by the incredible chivalry shown by the sailors of the British destroyers who did everything possible to save the lives of the crews of the German destroyers in the recent Channel raid. The same remark applies to the German wounded on board the *Donagel* and the *Laufenc*. I see in these incidents the proof of the chivalry and moral superiority characteristic of the nation. The worst acts of Hun savagery have not affected these characteristics. The noble British people still go straight towards their goal, scorning to use means which their conscience disapproves.

England with her allies is destined to destroy for centuries the dream of German domination and overlordship, and this she will achieve without sacrificing a particle of her principles or outraging her conscience.

The Kaiser may ask for peace within three months, but I do not think he can be definitely beaten before another year. On the Marne, on the Yser, at Verdun, on the Somme, on the Aisne and in Champagne the French people have gloriously poured out the richest of their blood for the sacred cause. England in arms has

# OUR LONDON LETTER.

[FROM OUR OWN CORRESPONDENT.]

## CONTINUED ATTACKS ON THE ADMIRALTY.

LONDON, May 7th.

On a surface view it might strike the casual observer that matters are not what they ought to be with the British Navy. For weeks past certain newspapers and politicians have been attacking the Board of Admiralty. In my last letter I referred to this subject, pointing out that Sir Edward Carson was primarily their object. The covert personal attacks were largely helped by the U-boats and our present inability to master the murder-craft on which the Huns rely to starve us out and so win the war for them. But as the days pass the field of criticism of Naval matters is widening from the personal issue to infinitely greater questions of Admiralty and administration.

It hardly requires stating that the moment is singularly inopportune for exploring a question of such magnitude. During three years of warfare the Navy has done its part in a way which has commanded the admiration of the whole Empire and of our Allies. It has maintained a stranglehold on Germany. The enemy High Seas Fleet is bottled-up; his overseas trade has ceased to exist; his supplies of essential commodities have long been dangerously low. The brilliant "scrap" off Dover, when two British destroyers attacked six German destroyers, and having sunk two of them, sent the others scuttling back to port in a more or less damaged condition is proof that the fighting spirit of the Navy is as high as ever it was in the whole splendid record of its immortal history. Why, then, is the Admiralty bombarded by the critics? Why are the *Times* correspondence columns filled daily with disparaging comments by distinguished statesmen, admirals and professors?

A VITAL QUESTION. The answer is not far to seek. The submarine menace has brought up the question of the Navy and the capabilities of those responsible for the direction of Naval policy just as the shortage of explosive shells and guns forced to the forefront the question of Army organisation a couple of years ago. Our success in the war and the future of the country are involved. The solution of the problem of the U-boats is vital and urgent. That much is fully realised; and, with sure political instinct, the public are by no means misled by the red herrings of party passion and personal prejudice which are being adroitly employed by the wire-pullers in Press and Parliament. We should have heard nothing at all about the Navy at this stage if it were not for the peril to our food supplies caused by the pirates who want to get the better of the English as speedily as possible; but how anybody can imagine Naval effort in this direction is to be advanced by attacks on members of the Board of Admiralty, or by recriminations in the *Times* over what could, or should, have been done months and even years ago is more than I am able to understand.

THE PRIME MINISTER at the Admiralty. It is more, to the point to enquire whether with the enormous expansion of the Naval service about which we began there has been corresponding elasticity and adaptability at Whitehall to meet the needs of the case. The Prime Minister spent a full day at the Admiralty investigating, it is understood, the whole system of Department management from top to bottom. It has been the topic of the week at Westminster. As might be expected, having regard to the traditions of the Senior Service and the high standard of efficiency insisted upon by successive Boards of Admiralty, the system on the whole is an excellent one. It is good to be able to say that with absolute confidence. But Mr. Lloyd George, arriving with an open mind, having no desire to apportion blame, and simply bent on inquiry, with his usual quickness of perception was able to suggest an improved arrangement of duties by those in the former well-tried practice of separation of command from supply. Admiral Jellicoe and his able staff have quite enough to do in formulating war plans without having also having to bother about material. A new war staff is to be created for purely combative purposes, and in order that there may be closer concentration on pressing submarine problems.

A SECRET SESSION. I have devoted considerable space to the discussion of the sea affair; but, as already stated, this is an absorbing question here at the present time, and affects the whole Empire, and indeed the whole world, neutrals as well as ourselves, and, of course, all our Allies. The matter is to be discussed in secret session by the House of Commons in the next few days. This will cut the ground from under the feet of the noisy mob of self-appointed experts who have constituted themselves the Directors at large of the King's Navy. Perhaps we shall hear less of the parrot cries, "What is the Navy doing?" and "Don't hide the truth about the Navy." Meanwhile, the immeasurable resources of the ship-building industry of the country are being mobilised for constructing merchant vessels of a standard type. In normal times we built about 2,000,000 tons of new shipping annually, but there is no reason why, in conjunction with the United States, we should not be able to turn out ships at the rate of 10,000,000 tons per annum until we can sink the submarines faster than they are launched, or can otherwise destroy them. There is no doubt it can be done, and plans are being laid accordingly. —H.B.

understood and has magnificently played the part of loyal comradship. Great Britain has never been conquered! The dawn of victory smiles on her!

# HOW WE TRADE WITH THE ENEMY.

[FROM OUR OWN CORRESPONDENT.]

## GERMAN GOODS THROUGH SWITZERLAND.

ILLUMINATING STATISTICS.

That distinguished French writer, M. Jean Herbet, has contributed to the *Echo de Paris* an article on German trade designs that is well worth reproduction. The gist of it is that German firms are not waiting until the end of the war to flood the markets of *Entente* countries with goods made in Germany which masquerade as the products of neutrals. He says:

"Frenchmen who live in Switzerland, and who know what is going on, note that the German propaganda is being carried on there more actively than ever. Perhaps the approaching Swiss elections partly explain this effort, for Germans have their own preferences, but that is not the principal reason. Since Germany became convinced that she could not win the war there are neutral countries where her propaganda has become a mere luxury, or at least a very doubtful speculation. On the other hand, there are neutral countries where the Germans are all the more interested in increasing their influence since the war has turned out badly for them. Switzerland is precisely one of these lands of consolation to the Boche."

This was already clear at the end of 1915, when there appeared a work that had just been written at Zurich on "The Future of German Exports." The author, an engineer named Herzog, set forth that after the war the Germans ought perhaps to be obliged to give a neutral appearance to their goods, and to dispose of them in allied countries through neutral representatives. M. Herzog must have been struck by the fact that Switzerland was the very country to play this part of a go-between. By degrees, as the Germans have seen their hopes of victory dissipated and the advantageous treaties of commerce of which they dreamed relegated to the limbo of so many other vain imaginings, they came to agree more and more with the Zurich author. More and more they felt the desire to make Switzerland their workshop and warehouse.

## SOME INSTRUCTIVE FACTS.

That extremely instructive collection "Documents sur la Guerre" has more than once called attention to German firms which are establishing themselves in Switzerland. It reproduced, for instance, from the *Chester Zeitung* of October 11th, 1916, an announcement to the effect that a German company, with a capital of three million marks, affiliated to the *Düsseldorfer Gewerkschaft* of Berlin, had bought the Swiss business of Holmann, La Roche & Co. of Bâle, including its patents and trade marks for pharmaceutical preparations. In the review *Angewandte Chemie*, of December 29th it is stated that a society called the Metallum had been established in Switzerland for the manufacture and sale of metallurgical articles, and that this "Swiss" undertaking has as its president a certain Herr Deutsch (of Berlin) and as its directors M. Elies (of Bern) and Herr Schöffer and Herr Euler (of Frankfurt). We may also note that there is a company called "Jouets et Meubles" at Zurich, the directors of which appear to be M. Brunner (of Zurich), Herr Schwarzenberg (of Andelfingen), and Herr Aug. Peters, of Saint Quentin (sic). The *Société Suisse de Valeurs Metallurgiques* carries on business at Bâle, but, as the *Frankfurter Zeitung* of March 23rd is good enough to inform us, "the Metallbank and Metallum, possesses a large number of the shares." One might multiply such instances indefinitely by perusing the newspapers from beyond the Rhine.

But it may be said that these German firms in Switzerland will only do business after the war and is too soon, therefore, to be on one's guard against their goods or their influence. Such reasoning is unsafe, for the Germans appear to be inclined to begin their operations before peace is concluded. In fact, they were advised to do so by Herr Rutenau, who wrote: "A special politico-commercial section must make agreements with neutrals and establish in conjunction with them an organisation capable of compensating for the impossibility of exporting goods to enemy countries during the war."

## GERMAN SILK MANUFACTURES.

This idea appears to have been realised with special success in the case of the German manufacturers of silk ribbons, who compete with an important French industry. As everyone is aware, the German silk factories have throughout the war continued to enjoy a prosperity all far from any natural silk. The English markets have been closed to them by the hostilities. A passage in the *Frankfurter Zeitung* (October 5th, 1916, page 3) throws some light on the first part of this problem. It is as follows:

"The prices of raw silk have remained firm, it is true, but for a week past they have not risen. The supposition that the importations of raw silk from Italy would not cease has been confirmed, and for the near future there is no change to be feared. It is evident that Italy would not allow so abundant a source of revenue to be stopped, in view of the fact that she would be unable to find any other market. On the other hand, hardly any silks reach Germany from the Far East; those of Canton and of China not at all. The position of the German silk factories and silk spinning establishments may be considered good at the present time. Already they have orders that will last until the early months of 1917."

Many of these orders, there is not the slightest doubt, came from German customers. But others, it is certain, came from further afield. The impression is forced upon one by the excellent monograph by M. Lucien Romier on the ribbon manufacture published under the auspices of the Association National d'Expansion Economique. M. Romier, whose book was written last year, made the following curious observation:

(Continued at foot of next column.)

# CONDITIONS IN GERMANY.

MILITARY AND POLITICAL.

Mr. A. Beaumont wrote from Milan to the *Daily Telegraph* of May 19th:—A German-American, who has resided in Switzerland, has given his impressions, which he considers impartial, regarding the true situation in Germany. He said:

"There was a short time ago a moment when I had the impression that Germany was quite close to her entire military collapse. It was saved by the Russian revolution. German reports state that not only is there no more fighting on the Russian front, but none will take place in the future. The people are made to believe that the Russian army has deserted the *Entente* and has made, if not in writing, in fact a separate peace with the Central Powers on the basis of 'Wait and see.'"

Probably nine-tenths of these reports, which are circulated to keep up the public spirit in Germany, are exaggerations, but, as mentioned before, I had the conviction a short time ago that Germany was very close to her entire military collapse. The German troops on the Anglo-French front were demoralized. One of the objects of Hindenburg's retreat on the Somme was to gain time to exchange the moralized German troops on the Somme for experienced and more courageous soldiers taken from the Russian and Rumanian fronts. I believe it is true that the German troops never fought so bravely as on the Aisne. But these are not the same soldiers which faced the British troops before on this front. They are Hindenburg's fresh troops brought from the Eastern front. In spite of the thorough success of the exchange of troops, the German front was considerably shaken after Field-Marshal Haig's first great victories. That was the impression we had in Germany. Unfortunately, the danger to the German army on the various fronts was momentarily averted off.

## —GERMANY NOT ROUND THE CORNER.

However, Germany is still far from being round the corner. Her losses not only daily increase in consequence of the prolongation of the war, which is quite natural, but the number of killed, wounded, and captured is much greater now in comparison with what it was before. The first losses could be made good to a great extent by calling in new reserves, but the latter cannot be replaced. This is the very simple reason for Germany's desperate efforts to terminate the war. I am quite sure that Herr Bethmann-Hollweg, in his speech to-day, will hesitate to make a clear statement about Germany's conditions of peace, not because of the *Entente* or on account of these conditions being excessive, but solely because he dreads his own country. A true statement would unchain passions, and the masses who are so terribly deceived and disappointed could hardly be kept from overthrowing both Monarchy and Government.

All men who can crawl and can keep a rifle in their hands are now trained and sent to the front after two or three months' training. Physical shortcomings and defects are not taken into consideration, as long as the two aforesaid conditions are fulfilled. The wounded are superficially cured, and, without any period of rest worth mentioning, they are sent back to the front. In spite of the great lack of men, the soldiers are treated just as disgracefully as in peace-time. The Prussian military spirit prevails even in these critical days. This fact causes immense dissatisfaction, and indignation in the whole country. It is, together with the Russian revolution, rapidly smoothing the way to the democratization of the regime, and perhaps even to the overthrow of the Monarchy altogether. Public opinion on the military situation is at present a little more confident. It was despairing about a month ago. Germany's military position is still most serious, but it is not so hopeless at present as it was a few weeks ago. In which way it will develop after this depends, in the first place, upon Russia's attitude. If the present state of a civil armistice becomes permanent Germany's defeat, from a military point of view, will be pretty well excluded. On the other hand, a sudden Russian offensive, or a harvest, would probably lead to a catastrophe, to defeat on all the fronts, and possibly to revolution in the country itself. What the consequences of a successful revolution in Germany would be entirely depends upon the attitude which the *Entente* would take up in such a case.

The exportation of ribbons from Bâle has benefited in singular fashion by the war. It is represented in 1913 a sum of 42 million francs; in 1914 this sum rose to nearly 48 millions, and in 1915 to more than 60 millions. It will perhaps be 60 or 100 millions in 1916. Now, it is England alone which absorbs the surplus and which orders in Switzerland the articles she formerly obtained from Germany. The ribbons despatched from Bâle to England in 1914, represented 27 million francs; in 1915 the sum rose to 43 millions. For one market and a single article such a rise is unparalleled. But what is much more curious is that the increase corresponds with a few thousand francs, with the value of German ribbons imported into England before the war.

AN INQUIRIOUS MERCHANT CHARGE. M. Romier adduces other facts which make the sudden increase in the exports of Swiss ribbons even more suspicious. Here is a pertinent little detail:—

The carriage of a case of ribbons from Bâle across France to London or to some other port of the German ports is less expensive than the carriage of a case despatched from Saint Etienne to the same destination. Lucky Bâle! Lucky Boche ribbon-makers of Crefeld, Elberfeld, and Barmen! But, after all, much as one may try to look at the thing calmly, there is a question one cannot refrain from asking oneself:—Is it to enrich these people that our fighting men are sacrificing their lives?

(Continued at foot of next column.)

# FOOD REGULATIONS.

SUMMARY OF ORDERS WHICH APPLY TO THE PUBLIC.

[FROM OUR LONDON CORRESPONDENT.]

The following is a summary of the Orders issued by Lord Devonport, the Food Controller in England, from time to time and now in force. Only those provisions are given which affect the general public, and they are arranged under the headings of subjects and not of the Orders as made. Doubtless they will be read with interest in the Far East, as they clearly indicate the position with regard to food in the United Kingdom.

## FOOD REGULATIONS.

Hotels, restaurants, clubs, boarding-houses, and refreshment places generally are rationed by bulk according to the ascertained weekly average of meals served in them. The allowance of meat is based on an average of 5 ozs. for each luncheon and dinner, and 2 ozs. for each breakfast served on non-meatless days; bread, 2 ozs. for each breakfast, luncheon, tea, and dinner, with 1 oz. of flour for each luncheon and dinner; and sugar, 2/7ths of an ounce for each breakfast, luncheon, tea, and dinner.

Tuesdays are meatless days in London, and Wednesdays elsewhere in the Kingdom.

Potatoes must not be served except on meatless days and Fridays. Establishments at which no meal is served costing more than 1s. 3d., exclusive of beverages, are exempt.

All tea shops are rationed in respect of breadstuffs and cakes. Where a public eating place is excluded from the Public Meals Order by reason of the fact that it never charges more than 1s. 3d. for any meal, it shall not serve any individual with more than 1 ozs. in all of bread and cakes. This does not apply to places which limit to 8d. the maximum price charged for any meal not containing meat, fish and eggs.

## MAKING AND PASTRIES.

The making of any light fancy pastries, muffins, crumpets, fancy tea cakes and other light articles of food is prohibited. Cakes, buns, scones and biscuits, which are permitted, must conform to certain requirements as to the amount of sugar and wheaten flour that may be used. 15 per cent. sugar is allowed in cakes and biscuits; 10 per cent. in buns. No sugar may be used in scones. Not more than 50 per cent. of wheaten flour may be used in cakes, and 50 per cent. in buns and scones. No ornamented cake or bun may be made.

## FOOD SALE AND HOARDING.

No trader, in selling an article, may impose a condition involving the purchase of any other article. No person shall acquire supplies of food beyond the needs of his ordinary consumption.

A tradesman shall not sell any article of food where he has reasonable grounds for believing that the quantity ordered is in excess of requirements. The Food Controller may order the inspection of premises in which he has reason to believe that hoarding is taking place.

## WHEAT, FLOUR AND BREAD.

The maximum price of wheat is fixed at 78/- per quarter of 480 lbs.; of barley (other than kiln-dried) at 85/- per quarter of 480 lbs.; and of oats at 55/- per quarter of 315 lbs. This does not apply to seed until May 12th.

The extraction of flour from wheat is raised to a basis of 81 per cent.; the percentage of flour from other cereals to be mixed with wheaten flour must not be less than 10 per cent. and not more than 25 per cent.

Barley, maize, oats and rice may be used in the manufacture of bread, but when wheaten flour is used it must only be of the regulation grade.

Bread must not be sold until it has been made at least 12 hours. The only loaves allowed are the tin loaf and the one piece oven-bottom loaf. No currant, sultana, or milk bread may be made.

No sugar may be used in bread. All bread must be sold by weight. All loaves must be 1 lb. or an even number of pounds.

No wheat, rye, rice, tapioca, sago, manioc, or arrowroot, or products thereof may be used except for human food. No bread or other product of the cereals mentioned above must be wasted. No maize, barley, or oats, or products thereof may be used except for human or animal food.

The Food Controller has taken over all four mills of the United Kingdom which use wheat in the making of flour, except those with an output of less than five sacks of flour per hour.

No chocolate must be sold or bought retail at a price exceeding 3d. per oz., or any other sweets at a price exceeding 2d. per oz.

The quantity of sugar used by manufacturers other than of jam, marmalade or condensed milk, is reduced to 40 per cent. of the 1913 supply.

The maximum retail price of milk is 2d. a quart over the price on the 15th of the same month in 1914.

## TEA AND COFFEE.

Since May 1st no tea may be packed other than by net weight. After July 1st all tea sold retail whether contained in a package or not shall be sold by net weight.

40 per cent. of the total imports of tea from India and Ceylon are allocated for the purpose of the sale retail at 2s. 4d. per lb.

An arrangement has also been made with the Coffee Trade Association to supply a good, sound, pure coffee at a rate which would enable grocers to sell retail at 1s. 6d. per lb.

## BARLEY AND BREWING.

The Food Controller has taken over all barley, foreign and home-grown barley which has not been kiln-dried. The output of beer is limited by the

# WEATHER REPORT.

On July 2nd at 11.50.—No returns from S. China, Japan and the Loochees. Pressure has decreased slightly at all stations reporting. It is probably highest in the S.E. of Japan, and lowest over S. Manchuria. There are slight indications of a depression in the China Sea to the west of Luzon.

Beaufort rainfall for 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since 1st January, 39.85 inches against an average of 40.43 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Direction Force

8.W. winds, moderate to fresh, fair to cloudy.

The same as No. 1.

The same as No. 1.

The same as No. 1.

The same as No. 1.

The same as No. 1.

The same as No. 1.

The same as No. 1.

The same as No. 1.

The same as No. 1.

The same as No. 1.

The same as No. 1.

The same as No. 1.

The same as No. 1.

The same as No. 1.

The same as No. 1.

The same as No. 1.

The same as No. 1.

The same as No. 1.

The same as No. 1.

The same as No. 1.

The same as No. 1.

The same as No. 1.

The same as No. 1.

The same as No. 1.

The same as No. 1.

The same as No. 1.

The same as No. 1.

The same as No. 1.

The same as No. 1.

The same as No. 1.

The same as No. 1.

The same as No. 1.

The same as No. 1.

The same as No. 1.

The same as No. 1.

The same as No. 1.

The same as No. 1.

The same as No. 1.

The same as No. 1.

The same as No. 1.

The same as No. 1.

The same as No. 1.

The same as No. 1.

The same as No. 1.

The same as No. 1.

The same as No. 1.

The same as No. 1.

The same as No. 1.

The same as No. 1.

The same as No. 1.

The same as No. 1.

The same as No. 1.

The same as No. 1.

The same as No. 1.

The same as No. 1.

The same as No. 1.

The same as No. 1.

The same as No. 1.

The same as No. 1.

The same as No. 1.

The same as No. 1.

The same as No. 1.

The same as No. 1.

The same as No. 1.

The same as No. 1.

The same as No. 1.

The same as No



## PASSENGERS:

## DEPARTURES.

Mr. A. L. D. Angmond, Miss L. E. Boon, Mrs. J. H. Borlino, Miss R. B. Borly, Mrs. R. A. Brown, Miss G. Chetle, Miss H. H. Cassidy, Mr. V. Dunsen, Mr. O. M. Francis, Mrs. J. Hanson, Mr. A. Hasegawa, Mr. and Mrs. J. R. Jeffries, Mr. C. King, Mr. Y. Kubota, Mr. and Mrs. A. D. McGlashan, Mr. Y. Mamohara, Mr. D. O. McElhannon, Miss R. L. Ozer, Mr. and Mrs. E. H. Packer, Mr. J. Rosenthal, Mr. D. E. Schuts, Mr. E. Straussman, Mr. D. H. de Vries, Mrs. V. H. Vaughan, Mr. and Mrs. W. B. Wilson, and Mr. W. G. Williams.

## CHINA COAST METEOROLOGICAL REGISTER.

34th JULY, A.M.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Wind Direction.	Force.	Weather.
Vladivostok	6 a.	—	—	—	—	—	—
Nemuro	—	—	—	—	—	—	—
Hakodate	—	—	—	—	—	—	—
Tokyo	—	—	—	—	—	—	—
Kobe	—	—	—	—	—	—	—
Nagasaki	—	—	—	—	—	—	—
Kagoshima	—	—	—	—	—	—	—
Oshima	—	—	—	—	—	—	—
Naha	—	—	—	—	—	—	—
Ishijima	—	—	—	—	—	—	—
Bonin Is.	—	—	—	—	—	—	—
Weihaiwei	6 a.	—	—	—	—	—	—
Hankow	—	—	—	—	—	—	—
Iohang	—	—	—	—	—	—	—
Kiungking	—	—	—	—	—	—	—
Changhai	—	—	—	—	—	—	—
Shanghai	—	29.89	81	97	8	1	b
Guangzhou	—	29.89	77	86	SEW	4	b
Swatow	—	29.74	83	87	SE	1	b
Amoy	—	29.68	81	87	SE	1	b
Taihou	—	29.72	76	94	SE	2	b
Taihu	—	29.74	73	—	—	—	—
Taiwan	—	29.74	76	—	—	—	—
Koshu	—	—	—	—	—	—	—
Pescadore	—	—	—	—	—	—	—
Canton	—	29.73	78	95	SEW	4	b
Hongkong	—	29.74	81	82	SW	3	b
Gap Rock	—	29.76	—	—	—	—	—
Macao	—	29.70	79	85	SW	4	b
Wuchow	—	—	—	—	—	—	—
Hoihow	—	—	—	—	—	—	—
Paihoi	—	—	—	—	—	—	—
Phulion	—	29.81	81	98	SEW	4	b
Tourane	—	29.74	—	—	—	—	—
Capet James	—	29.78	73	—	—	—	—
Apurri	—	29.72	79	92	SE	4	b
Dagupan	—	29.74	75	84	—	—	—
Manila	—	29.74	77	85	SEW	2	b
Legs	—	—	—	—	—	—	—
Tacloban	—	—	—	—	—	—	—
Hilo	—	—	—	—	—	—	—
Surigao	—	4.20	29.84	76	—	—	—
Guam	—	6 a.	29.76	80	SEW	2	b
Labuan	—	—	—	—	—	—	—

T. E. CLAXTON, Director.

1. BAROMETER, reduced to 32 degrees Fahrenheit, on the level of the sea in inches, tenths and hundredths.
2. TEMPERATURE, in the shade, in degrees Fahrenheit.
3. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.
4. DIRECTION OF WIND, to two points.
5. FORCE OF WIND, according to Beaufort Scale.
6. STATE OF SKY, in blue sky, e. detached cloud, d. drizzling rain, f. fog, g. gloomy, h. hail, i. lightning, c. overcast, p. passing showers, q. equal rain, snow, s. thunder, v. visibility, w. low (fog), x. rain, snow, s. thunder, v. visibility, w. low (fog).
7. RAIN in inches, tenths and hundredths.

## HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, July 3rd

	Previous Day at 2 p.m.	On Date at 2 p.m.	On Date at 8 a.m.	On Date at 2 p.m.
Barometer	29.76	29.74	29.70	—
Temperature	86	81	88	—
Humidity	85	82	62	—
Wind Direction	WSW	SW	WSW	—
Force	3	3	2	—
Weather	0	0	2	—
Rain	0.01	—	—	—

Highest open-air Temperature on 2nd 88  
Lowest open-air Temperature on 3rd 81

## HONGKONG TIDE TABLE.

From 4th to 10th July.

Days of Week or Month.	HIGH WATER.			LOW WATER.		
	Day of Month.	Hour.	Height.	Day of Month.	Hour.	Height.
Wed.	4	h. m.	8. 1	h. m.	8. 1	0. 0
	5	9 52	8. 1	9 31	0. 0	0. 0
Thurs.	5	9 52	8. 1	10 15	0. 0	0. 0
	6	10 27	8. 1	11 00	0. 0	0. 0
Fri.	6	10 27	8. 1	11 45	0. 0	0. 0
	7	11 31	8. 1	12 30	0. 0	0. 0
Satur.	7	11 31	8. 1	1 15	0. 0	0. 0
Sun.	8	11 31	8. 1	2 00	0. 0	0. 0
	9	11 31	8. 1	2 45	0. 0	0. 0
Mon.	9	11 31	8. 1	3 30	0. 0	0. 0
	10	11 31	8. 1	4 15	0. 0	0. 0
Tues.	10	11 31	8. 1	5 00	0. 0	0. 0

ON SALE.

BOUND VOLUMES of the HONGKONG  
WEEKLY PRESS, JULY to DECEMBER  
1916.

With Index, Price \$7.50.

On Sale at the HONGKONG DAILY PRESS Office.

## CANADIAN PACIFIC

OCEAN SERVICES

QUICKEST TIME ACROSS THE PACIFIC

To Canada, United States and Europe via Vancouver

In connection with  
THE CANADIAN PACIFIC RAILWAY  
EMPRESS OF ASIA. EMPRESS OF RUSSIA.

30,625 tons displacement. 30,625 tons displacement.  
Electric Heat in Every Cabin. Electric Light in Every Cabin.  
One, Two and Three Room Suites with Private Bath.  
Laundry—Gymnasium—Verandah Cafe.

EMPRESS OF JAPAN. MONTEAGLE.  
11,000 tons displacement. 12,000 tons displacement.  
Twin Screw Steel Steamships, with Modern Accommodations.  
Excellent Table. Reduced First Class Fares.

S.S. "Monteagle" calls at Niji instead of Nagasaki. All STEAMERS call at Shanghai both East and West Bound.

Through bills of lading issued via Vancouver in connection with Canadian Pacific Railway to all Overland Points in Canada and the United States, also to Pacific Coast Ports, European Ports and the West Indies. Reduced First Class Fares.

For information as to Rate of Freight, Passage, etc., apply to Agents:

HONGKONG—MANILA—SHANGHAI—NAGASAKI—MOJI—Kobe—Yokohama.

J. E. SHAW, J. H. WALLACE

General Agent, Passenger Dept, Hongkong, Tel. 42. General Agent, Hongkong, 783

## P. &amp; O. S. N. CO.

## ROYAL MAIL SERVICE

WILL despatch VESSELS to the Undermentioned PORTS

LONDON &amp; BOMBAY VIA SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES.

SHANGHAI MOJI &amp; KOBE.

LONDON VIA SINGAPORE, PENANG, COLOMBO, BOMBAY, PORT SAID AND MARSEILLES.

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

LONDON AND BOMBAY VIA SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES.

WIRELESS ON ALL STEAMERS. Return tickets at a fare and a-half available to Europe for two years, or Intermediate Ports for six months. Round the world and through tickets to New York at Special Rates.

For PASSAGE RATES, HAND-BOOKS, FREIGHTS, DATES OF SAILING, ETC., apply to

P. &amp; O. S. N. Co. E. V. D. PARR, Superintendent.

## INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
HAIPHONG	"LOKSANG"	Thursday, 5th July, 7 A.M.
SHANGHAI	"TUSANG"	Friday, 6th July, 7 A.M.
SHANGHAI via POOCHOW	"WONANG"	Saturday, 7th July, 11 A.M.
MANILA	"LOONGSANG"	Saturday, 7th July, 3 P.M.
	"TUENSANG"	Saturday, 14th July, 3 P.M.

CALCUTTA LINE.—Three sailings per month from Hongkong to Calcutta calling at Singapore and Penang.  
Returning from Calcutta steamers proceed to Kobe and Moji, frequently calling at Shanghai.

These steamers have excellent passenger accommodation, are fitted with electric light and carry a fully qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow.

Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Yangtze Ports via Shanghai. Through Bills of Lading are issued to all Northern and Yangtze Ports.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Saturday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hanoi when convenient.

BORNEO LINE.—Two sailings per month between Hongkong and Sandakan by steamers having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Dato.

TIENSIN LINE.—A regular service is run from March to October between Hongkong and Tientsin, calling at Weihaiwei and Chaochow.

UNDERSTRAITS GOVERNMENT PASSPORT REGULATIONS. All European Passengers leaving the Colony for Straits Settlements are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or Passage, apply to

JARDINE, MATHESON &amp; CO., LTD., General Managers.

Telephone No. 215.

[6]

[6]

[6]

[6]

[6]

[6]

[6]

[6]

[6]

[6]

[6]

[6]

[6]

[6]

[6]

[6]

[6]

[6]

[6]

[6]

[6]

[6]

[6]

[6]

[6]

[6]

[6]

[6]

[6]

[6]

[6]

[6]

[6]

[6]

[6]

[6]

[6]

[6]

[6]

[6]

## JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN  
JAVA, CHINA AND JAPAN.

All Steamers fitted with Wireless Telegraphy.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Building, 1st Floor.

Telephone No. 1574

## J A V A - P A C I F I C L I N E

OF THE

## J A V A - C H I N A - J A P A N L I J N .

MONTHLY SERVICE BETWEEN

NETH. INDIA. MANILA. HONGKONG &amp; SAN FRANCISCO

Next Sailings for SAN FRANCISCO via NAGASAKI.

Subject to Change Without Notice.

SS. "BINTANG" ... 19th July.

The Steamers have accommodation for a limited number of Saloon Passengers and carry a duly qualified surgeon.  
Cargo taken on through Bills of Lading to all Overland Points in the United States of America and Canada.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

York Building

Managing Agents.

## "NEDERLAND" ROYAL MAIL LINE

(STOOMVAART MAATSCHAPPY "NEDERLAND")

## "ROTTERDAM LLOYD" ROYAL MAIL LINE

STOOMVAART MAATSCHAPPY "ROTTERDAMSCH LLOYD"

JOINT SERVICE

Between NETHERLAND INDIES, SINGAPORE, HONGKONG and SAN FRANCISCO.

Next Sailings for SAN FRANCISCO via NAGASAKI, YOKOHAMA and HONOLULU.

Steamers	Displacement	to sail
"WILIS"	9,000 tons	8th July.
"REMBRANDT"	10,000 "	18th July.
"GOETTER"	10,000 "	1st August.

These Superior Passenger Steamers have accommodation for First and Second Class Saloon Passengers.  
For further particulars please apply to

JAVA-CHINA-JAPAN LIJN,

Agents.

J A V A P A C I F I C M A I L S E R V I C E .

Shipsbuilders, Sailors, Boatmen, Electric and Mechanical Engineers, Boilermakers, and Mechanical Engineers.

SHIPS  
ENGINES  
BOILERS  
MOTORS.

TAIKOO DOCK

Agents for John I. Thornycroft & Co., Limited, representing, in the present in Hongkong and may be seen by appointment.

The Taidoo Dockyard and Engineering Co. of Hongkong Ltd., Butterfield & Swire Hongkong, China and Japan Agents. Telephone 111.

## THOS. COOK &amp; SON.

TOURIST, STEAMSHIP AND FORWARDING AGENTS, BANKERS, ETC.

OFFICIAL PASSENGER AGENTS TO THE PHILIPPINE GOVERNMENT.

TICKETS SUPPLIED TO ALL PARTS OF THE WORLD at Tariff Rates.

LETTERS OF CREDIT AND CIRCULAR NOTES ISSUED AND CASHED.

BAGGAGE collected, forwarded and insured at lowest rates.

Cook's "FAR EASTERN TRAVELLER'S GAZETTE" containing Sailings and Fares from the Far East to all parts of the World will be forwarded free on application.

Telegraphic address "COUPON."

THOS. COOK &amp; SON.

Telephone No. 534.

Hongkong Hotel Building, corner of Pedder Street and Des Voeux Road, HONGKONG.

Also SHANGHAI, PEKING, YOKOHAMA, MANILA.

Chief Office:—LUDGATE CIRCUS, LONDON, E.C.

## VISITORS AT HOTELS.

## HONGKONG HOTEL.

Mr G. V. Anderson	Dr F. Key
Mr K. H. Ameller	Mr & Mrs O. Leavitt
Mr C. D. A. Att	Mr G. L. Quindon
Mr J. H. Baring	Laval
Mr W. L. L. Barker	Mr R. E. Lard
Mr R. M. Barlett	Mr & Mrs J. J. Leiria
Mr & Mrs H. A. Baxter	Mr F. Li dill
Mrs F. R. Bellion	Mr A. Linbird
Capt E. B. Biley	Mr Colbourne Little
Mr S. C. Binstead	Mr S. Longdell
Mr W. Bessen	Mr F. J. L. in
Mr L. J. Birbeck	Mr D. McLeod
Mr J. S. Blyth	Mrs F. R. E. Molnare
Mr S. T. Blyth	Mr H. E. M. M.
Mr J. Blyth	Mr R. E. M. M.
Mr B. Blyth	Dr & Mrs O. M. M.
Capt & Mrs Branch	Mr W. A. M. M.
Mr B. M. Bryan	Mr J. A. M. M.
Mr J. C. Byness	Mr J. A. M. M.
Mr L. A. Caldwell	Mr & Mrs W. A. M.
Mr O. M. Cameron	Mr J. A. M. M.
Mr D. E. Cappleman	Mr J. A. M. M.
Mr P. Carlton	Mr J. A. M. M.
Mr A. J. Carson	Mr J. A. M. M.
Mr H. S. Casey	Mr J. A. M. M.
Mrs Cornhill and child	Mr J. A. M. M.
Mr Geo. E. Castello	Mr J. W. M. Nicolson
Mr M. R. C. C.	Mr J. S. Nicola
Mr J. D. Courtney	Mr J. G. Odel
Mr F. M. Crawford	Mr W. Olendorf
Mr E. R. Davies	Mrs S. H. Pennefather
Mr E. B. Davies	Mr & Mrs C. P. Pla
Mrs F. F. Davis	Mr F. Powell
Mr & Mrs W. B. Davenport	Mrs J. H. Pardoe
Mr D. E. Donnelly	Mr F. Kees
Mr W. A. Dowley	Mr G. H. Ray
Mr J. E. Edward	Mr C. V. Read
Mr J. Fasse	Mr O. H. A. Romils
Mr R. Ferguson	Mr L. P. Reynold
Mr J. Ferguson	Mr B. V. Rice
Mr K. M. Ferly	Dr D. Rosenbaum
Mr W. A. Fox	Mr W. R. Sall
Mr A. Koryth	Mr W. C. Schellheim
Mr Harry Friedman	Capt A. J. Scott
Mr G. F. Glen	Mr A. Seiberling, Jr.
Mr A. W. Gregory	Mr S. S. Salber
Mr A. G. Gordon	Mr H. M. Shurif
Mr V. Gouldbourn	Mr N. H. Shreve
Capt T. P. Hall	Dr J. C. Shreve
Mr R. G. Haulon	Mr M. Slade
Mr & Mrs W. A. Hannibal	Mr J. A. Sommerfeld
Mr G. Harper	Mr A. S. Sorrentin
Mr John Hector	Mr & Mrs V. Surry
Mr W. G. Helversing	Capt H. S. Spear
Mr E. H. Henderson	Mr E. C. Stout
Mr W. R. Hilderson	Mr E. A. Sutter
Mr H. H. Higgins	Mr C. T. Templeton
Miss C. L. Higgins	Mr M. Tennergeu
Miss C. L. Higgins	Mr E. C. Thompson
Miss C. L. Higgins	Mr A. L. Todd
Miss C. L. Higgins	Mr L. D. Tompkins
Miss J. Hill	Mr J. K. Tward
Mr L. E. S. Hodge	Mr M. H. Vane
Mr A. E. S. Hodge	Mr H. A. Walker
Mr L. Hope	Mr & Mrs J. G. Ward
Mr C. Humphreys	Mr W. T. Watts
Capt R. Innes	E. A.
Mr Rees Jones	Mr N. T. Williamson
Mr P. Johnson	Mr J. S. Withers
Mr W. M. Johnson	Mr & Mrs Wollers
Mr W. M. Jones	Mr F. W. Wolfe
Mr N. W. Journal	Mr H. D. O. Isifer
Mr M. M. Joseph	Mr W. W. Woff
Mr E. M. Kavanaugh	Miss J. C. Woodhouse
Mr & Mrs H. Kirkland	Mr D. C. Woodson
	Mr W. F. Zachariae



**INDIA AFRICAN LINE.**

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

**ORIENTAL AFRICAN LINE.**

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED,  
Managing Agents.

**"ELLERMAN" LINE.**

(WILLERMAX & ECKENALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

TO  
UNITED KINGDOM AND CONTINENT.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners option.  
Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED.

or to Messrs & Co., Canton.

General Agents.

**C. N. C.**

CHINA NAVIGATION CO., LTD.

**SAILINGS SUBJECT TO ALTERATION.**

FOR MERS TO SAIL

SHANGHAI	"O. NAN"	On 4th July, D'light.
SHANGHAI	"SHANGHAI"	On 5th July, 4 P.M.
HANGHAI	"KAIFONG"	On 7th July, 10 A.M.
HANGHAI	"ANHUI"	On 8th July, D'light.
HANGHAI	"SUNNING"	On 10th July, 4 P.M.
HANGHAI	"SHANTUNG"	On 12th July, 4 P.M.
WUHAIR and TIENTSIN	"KUEICHOW"	On 13th July, Noon.
HANGHAI	"YINGHONG"	On 15th July, D'light.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

MANILA LINE—TWIN-SCREW STEAMERS. Excellent Saloon accommodation. Amidships; Electric Light and Fans in Saloon and State-rooms.  
SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation. Amidships; Electric Light and Fans in Saloon and state-rooms. Regular schedule service between Canton, Hongkong and Shanghai, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Wusung.  
For Freight or Passage apply to—

TELEPHONE 36.

BUTTERFIELD & SWIRE,  
Agents.

**DOUGLAS STEAMSHIP CO., LTD.**

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR:

**SWATOW, AMOY AND FOCHOW**

AND RETURN.

(Occupying 8 to 10 Days).

"BAITAN" ... | Capt. A. E. Hodgins ... | TUESDAY, 3rd July, at Noon.  
"HAIHONG" ... | Capt. J. W. Evans ... | FRIDAY, 6th July, at Noon.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAFRAIK & CO.,

General Managers.

**BRITISH INDIA S. N. CO., LTD.****AFCAIR LINE.**

REGULAR SERVICE BETWEEN

CALCUTTA STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

WESTWARD

For above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a daily qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,  
Agents.

**P. & O. S. N. CO.****ROYAL MAIL SERVICE**

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT  
TO

**MARSEILLES AND LONDON.**

TAKING PASSENGERS AND CARGO TO

STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamer	Leave Hong Kong	Connecting Mail	Due at Marseilles	Due at London
to COLOMBO	Noon	Str. from COLOMBO	1917	1917

When Passengers change Steamers at COLOMBO.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.  
On the Australian Route Tickets interchangeable with Orient Line.

SAILINGS DIRECT TO

**SHANGHAI, MOJI, KOBE AND YOKOHAMA.**

S.S.

LEAVE HONGKONG ABOUT

Passengers may travel by Railway in Japan between Ports of Call free of charge.  
Return Tickets are available to Messageries Maritimes Company.

**INTERMEDIATE STEAMERS**

(Non-Transshipment).

IN ADDITION TO THE ABOVE MAIL STEAMERS,

WILL LEAVE DIRECT FOR

**MARSEILLES AND LONDON.**

Calling at SINGAPORE, PORT SWETENHAM, PENANG, COLOMBO AND PORT SAID.

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS.	Leave Hong Kong about	Leave S'pore about	Due at Marseilles if calling about	Due London about
The Intermediate	Service in	Temporarily	Suspended.	

**"WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.**

All Cabins are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp.  
Round-the-World Tickets and Through Tickets to New York in connection with the Principal Mail Lines.  
Return Tickets at fare and a half available to Europe for Two Years or to Intermediate Ports for Six Months.  
Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.

**NOTICE TO CONSIGNEES.**

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.  
Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.  
For Further Information, Passage Fares, Freights, Handbooks, Dates of Sailing, etc., apply to

E. V. D. PARR,  
Superintendent.

**NIPPON YUSEN KAISHA.****THE JAPAN MAIL STEAMSHIP CO.**

LONDON VIA SINGAPORE, MALACCA, PENANG, COLOMBO, DELAGOA BAY, CAPE TOWN and MADEIRA.

VICTORIA, B.C. and SEATTLE | SINABA MARU | MONDAY, 16th  
via KEELUNG, SHANGHAI | Capt. Higo | 12,500 | July, at Noon.  
MOJI, KOBE, YOKOHAMA | YOKOHAMA MARU | WEDNESDAY, 1st  
SHIMIDZU and YOKOHAMA | Capt. Terada | 12,500 | Aug., at Noon.

SYDNEY and MELBOURNE, via MANILA, ZAMBOANGA, THURSDAY ISLAND TOWNSVILLE and BRISBANE.

CALCUTTA VIA SINGAPORE, PENANG and RANGOON.

BOMBAY VIA SINGAPORE, MALACCA and COLOMBO.

NAGASAKI, KOBE and SAKI MARU | FRIDAY, 13th  
YOKOHAMA ... | Capt. Yoshikawa | 12,500 | July, at 11 A.M.

SATSUTA MARU | SATURDAY, 14th  
Capt. Itano | 10,000 | July, at 11 A.M.

HITACHI MARU | WEDNESDAY, 16th  
Capt. Tomioka | 12,500 | July, at 11 A.M.

IYO MARU | TUESDAY, 31st  
Capt. Takano | 12,500 | July, at 11 A.M.

ORYLON MARU | SATURDAY, 14th  
Capt. Tsuda | 10,000 | July.

JINSEN MARU | TUESDAY, 10th  
Capt. Nagaya | 8,000 | July.

**EASTBOUND NEW YORK LINE**

VIA PANAMA CANAL.

(CARGO ONLY).

NEW YORK VIA SHANGHAI, KOBE, YOKOHAMA, SAN FRANCISCO, PANAMA and COLON.

Wireless Telegraphy.

For Further Information, apply to—

TELEPHONE Nos 292 and 293

NIPPON YUSEN KAISHA,  
(R. MOJI, Manager)

**TOYO KISEN KAISHA.****SAN FRANCISCO LINE.**

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice.

Steamers	Tons	Leave Hongkong
KOREA MARU	18,000	TUES., 17th July.
SIBERIA MARU	18,000	FRI., 27th July.
TENYO MARU	23,000	FRI., 10th Aug.
NIPPON MARU	11,000	SATUR., 25th Aug.
SHINYO MARU	23,000	FRI., 7th Sept.
PERSIA MARU	8,000	SATUR., 22nd Sept.

**SOUTH AMERICAN LINE.**

HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO CRUZ, BALBOA, CALLAO, ARICA

AND IQUIQUE.

THENCE BY TRANS-ANDERSON ROUTE TO BUENOS AIRES.

ANYO MARU ... 18,000 Tons  
KIYO MARU ... 17,300 "  
SEIYO MARU ... 14,000 "

Tickets are interchangeable with the CANADIAN PACIFIC OCEAN SERVICES, LTD., and the PACIFIC MAIL STEAMSHIP CO.  
Passengers may travel by Rail between Ports of Call in Japan free of Charge.  
For full information as to rates, sailings, etc., apply to—

TELEPHONE 2274 and 237.

T. DAIGO, Agent,  
King's Building.

**MESSAGERIES MARITIMES.****FRENCH MAIL LINES.**

SERVICE TO AND FROM JAPAN VIA SHANGHAI.  
SERVICE TO AND FROM EUROPE.

Ports of call:—Yokohama, Kobe, Shanghai, Hongkong, Haiphong, Tourane, Saigon, Singapore, Colombo, Djibouti, Suez, Port Said, Marseilles.

**SPECIAL SUMMER RATES TO JAPAN.**

1st Class Return tickets from 1st June, 1917, to 31st October, 1917, and interchangeable only with PENINSULAR and ORIENTAL S. N. Co. for return journey.  
FARES: TO KOBE, \$135.00. TO YOKOHAMA, \$150.00

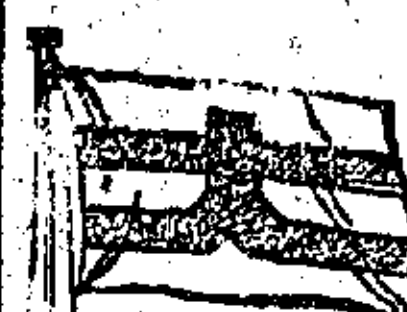
ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

Return Tickets to Europe available two years.  
Return Tickets to Intermediate Ports available six months.

For full particulars regarding sailings, apply to

TELEPHONE 740.

P. THOMAS, Agent,  
Queen's Building.



O. S. K.

**OSAKA SHOSEN KAISHA.**

(REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).)

North American Line. FOR VICTORIA, SEATTLE AND TACOMA, VIA SHANGHAI, MANILA, NAGASAKI, MOJI, KOBE, AND YOKOHAMA.

"MEXICO MARU" ... Leaving June.  
"HAWAII MARU" ... Leaving July.  
"CANADA MARU" ... Leaving July.

NORTH AMERICAN LINE—This line maintains a regular fortnightly service between Hongkong and Puget Sound ports touching at intermediate ports in Japan. Overland cargo taken on through Bills of Lading for U.S.A. and connections are made at Puget Sound ports with the Chi-go, Milwaukee and St. Paul Railway.

SOUTH AMERICAN LINE—Every three months the steamer proceeding to Rio de Janeiro, Santos and Buenos Aires, via Singapore, Mauritius, Durban and Cape Town.

AUSTRALIAN LINE—Monthly service between Japan and Adelaide, calling at Auckland, N.Z., Sydney and Melbourne.

BOMBAY LINE—Fortnightly service for Bombay calling at Singapore, Port Swettenham, Penang, and Colombo. At present this line's steamers maintain cargo only.

JAVA LINE—Monthly service for Java ports calling at Manila, Sandakan and Macassar. Booking for passengers and cargo to the ports.

FOR SAILING DATES AND FURTHER PARTICULARS REGARDING PASSENGER OR FREIGHT APPLY AT OFFICE.

FORMOSAN LINE—For Tamsui, Keelung and Anping, Taiwan, via Swatow and Amoy.

"ROSHU MARU" ... THURSDAY, 6th July, at 9 A.M.  
"AMAKUSA MARU" ... SUNDAY, 8th July, at Noon

These Formosan Liners will arrive at and depart from the SOON YIP WHARF, near the Harbour Office, and while the steamer is alongside the wharf Telephone No. 76 will be fixed.

For FURTHER INFORMATION, apply to—

TEL. Nos. 744 and 745.

M. HIGUCHI, Manager,  
No. 1, Queen's Building.

**BEFORE LEAVING FOR HOME**

ON A HOLIDAY

ORDER THE

"HONGKONG WEEKLY PRESS"

TO BE SENT TO YOU, AND SO

KEEP IN TOUCH WITH THE FAR EAST.

CALL THE NEWS OF THE WEEK FULLY RECORDED.

INCLUDING THE MOVEMENTS OF THE LOCAL MARKET.

24 PAGES

24 PAGES

24 PAGES



